

ATLANTIC FISHERMAN

FEBRUARY
1954

SERVING ATLANTIC COAST • GULF OF MEXICO • GREAT LAKES

COLUMBIAN MANILA ROPE

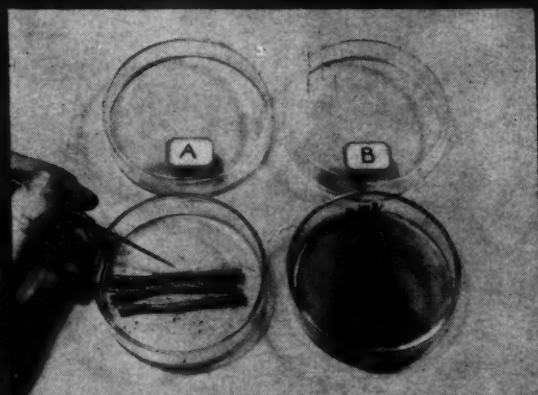
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Treated mill-run samples are placed in incubator along with untreated control samples. Result is double check: on fungi-static potency, and on potency of mold spores used for tests.



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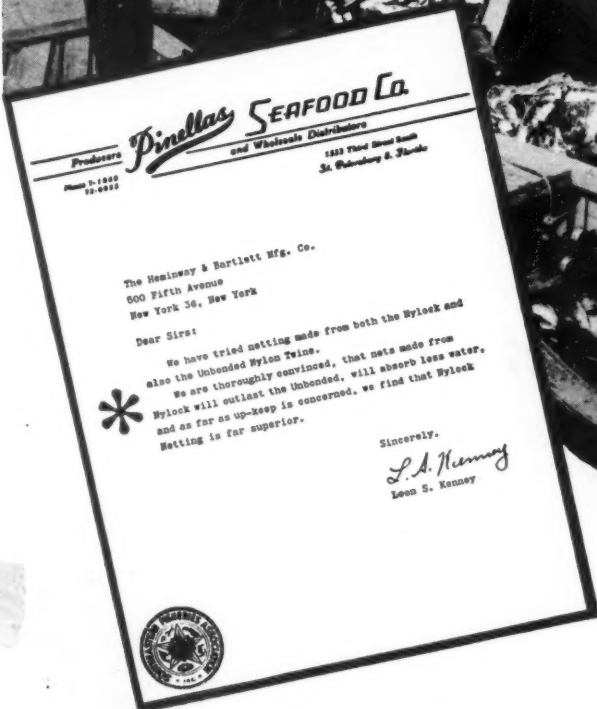
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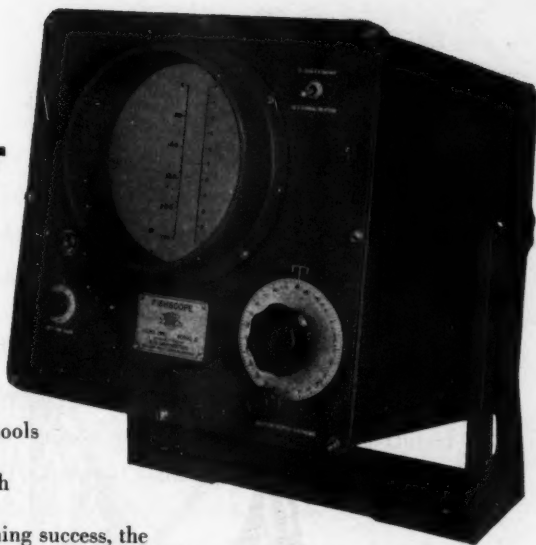


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As great an advance in locating fish as the development of the use of echo-sounding itself! That's the verdict on the new FISHSCOPE built by Edo—one of the nation's leading designers and builders of sonar for the U. S. Navy.

This great new Edo FISHSCOPE not only spots fish schools down to 250 fathoms, but then magnifies the view 25 times!—giving precise, accurate information which assures more profitable hauls in far less time.

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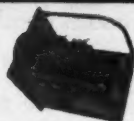
THE FISHSCOPE



1. The Edo FISHSCOPE has a range of 0 to 250 fathoms, indicating fish sharply and clearly on a large 7" cathode ray tube. Sketch #1 shows how school would appear on 0 - 250 fathom scale.

Magnifies 25 Times

2. When fish are located, view can be instantly changed by flipping switch to 10-fathom scale, which magnifies view 25 times as shown in sketch #2. Vernier dial gives precise depth. FISHSCOPE also serves as accurate depth sounder.



RUGGED—COMPACT

Entire equipment includes Fishscope (left), single Transducer (right) in hull bottom and MG set—total weight 136 pounds. Heavy-duty, cast-aluminum case can be mounted on pedestal, bulkhead, or overhead. Dimensions are 15" wide, 14" high and 19" deep. For full details send for brochure.

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Please send me brochure describing Edo FISHSCOPE.

Name

Address

City State

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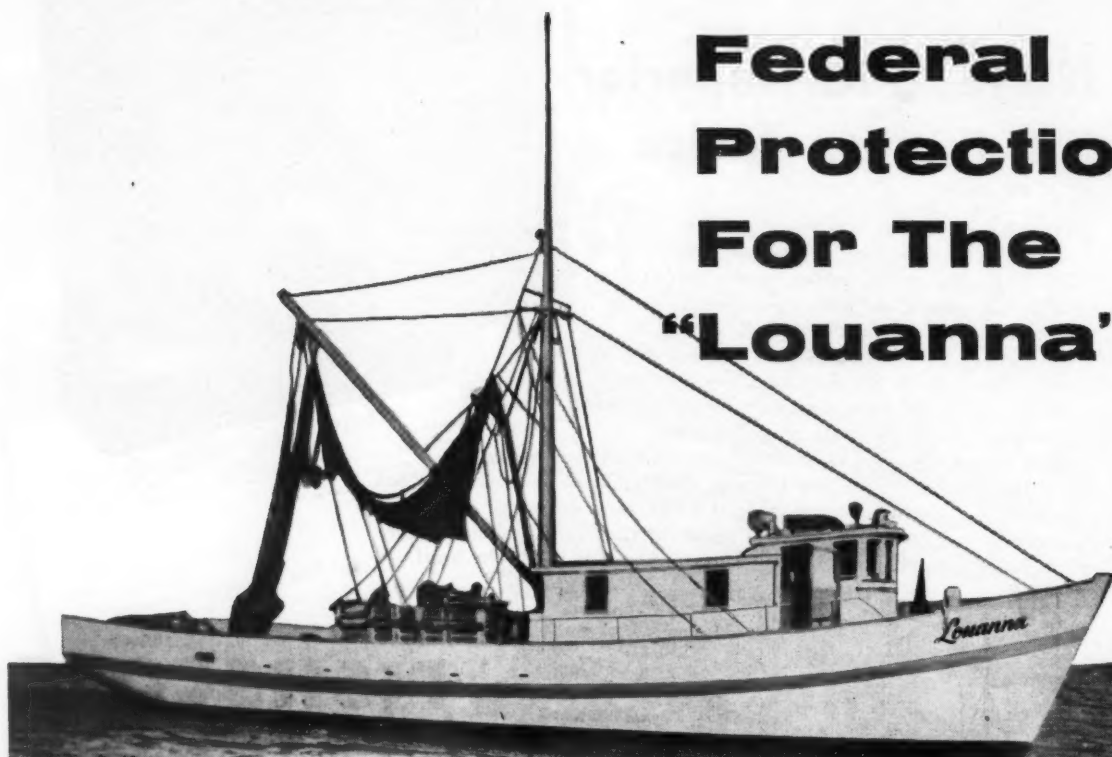


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SOUTHERN FISHERMAN

The "Louanna" stays out for 30 to 45 days at a time in the rough waters of the Campeche fishing grounds in the Gulf of Mexico. To help keep her trim and seaworthy during this long period of time at sea she depends on Federal Paints.

She gets worry-free protection. The "Louanna" Deck House, Deck and Hull are painted with Federal's magnificent Gas-Proof White. This seagoing paint provides a durable, lasting finish no matter what the weather conditions. Fuel fumes, foul water and harbor sewage will not discolor it. It brushes



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Federal Protection For The "Louanna"!

Editorial

Use of Import Duty Funds for Research

An opportunity for the fishing industry to benefit from increased funds for biological, technological and marketing research is foreseen with the introduction last month of the Saltonstall-Kennedy Bill in the United States Senate. Supported by 27 other Senators, the bi-partisan bill would transfer to the U. S. Fish & Wildlife Service as much as four million dollars of the receipts from duties collected on imported fishery products.

Under the existing law enacted in 1935, 30 percent of the gross receipts from duties collected under the Customs laws are made available to the Secretary of Agriculture. The Secretary is directed to use these funds to subsidize the export of agricultural commodities, and to make production payments to farmers. His only authority to use any part of these funds for the benefit of the domestic fishing industry derives from the Act of 1939.

The 1939 Act authorizes the Secretary of Agriculture to use not more than \$1,500,000 per year of Section 32 funds to purchase and divert surplus fishery products for distribution through relief channels. It also permits him to transfer to the Secretary of the Interior \$75,000 to conduct a fishery educational service and \$100,000 to develop and increase markets for fishery products of domestic origin. In practice, the authority to purchase surplus fishery products has never been used, although in recent years the funds for a fishery educational service and for market development have been regularly transferred.

Since enactment of the Act of 1939, gross receipts from duties on fishery products have increased enormously. In 1940 the total amount was \$4,772,000; by 1952 it had increased to \$11,982,000, an increase of more than 250 percent.

It is evident that during a period when the domestic fishing industry has been increasingly in need of assistance in meeting competition from abroad, it has been making increasingly larger indirect contributions for purposes unrelated to this need. The proposed bill is aimed at correcting this situation.

To accomplish this, the bill would require the Secretary of Agriculture to transfer to the Secretary of the Interior every year, from the funds made available under the Act of 1935, that portion derived from the duties on fishery products. The Secretary of Agriculture would still retain power to make support purchases of surplus fishery products should it ever be deemed desirable to exercise this authority.

The remaining funds (ordinarily the entire amount) would be used by the Secretary of the Interior to conduct a fishery educational service and fishery research programs and to develop and increase markets for fishery products of domestic origin. In carrying out these programs, the Secretary of the Interior would cooperate with other agencies of the Federal, State and local governments and with interested private organizations and individuals.

In the field of biological and oceanographic research, the most urgent need is to explore the reasons for fluctuations in the supply of fish. In the technological field, development could be undertaken of chemical tests for freshness of chilled and frozen fish and shellfish so as to provide means for better control of quality.

While fisheries research has been receiving increased attention in the last few years, the limited studies made thus far indicate the need for a substantial expansion of research activities.

In order to maintain its rightful position in world fisheries and to supply its fair share of the United States market, the domestic fishing industry must keep abreast of the latest advancements in fishing techniques and have a thorough knowledge of fishery resources. To help accomplish this objective, the full use of available funds derived from import duties on fishery products would be most logical and desirable.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Serving the Commercial Fishing Industry on Atlantic Coast, Gulf of Mexico, Great Lakes

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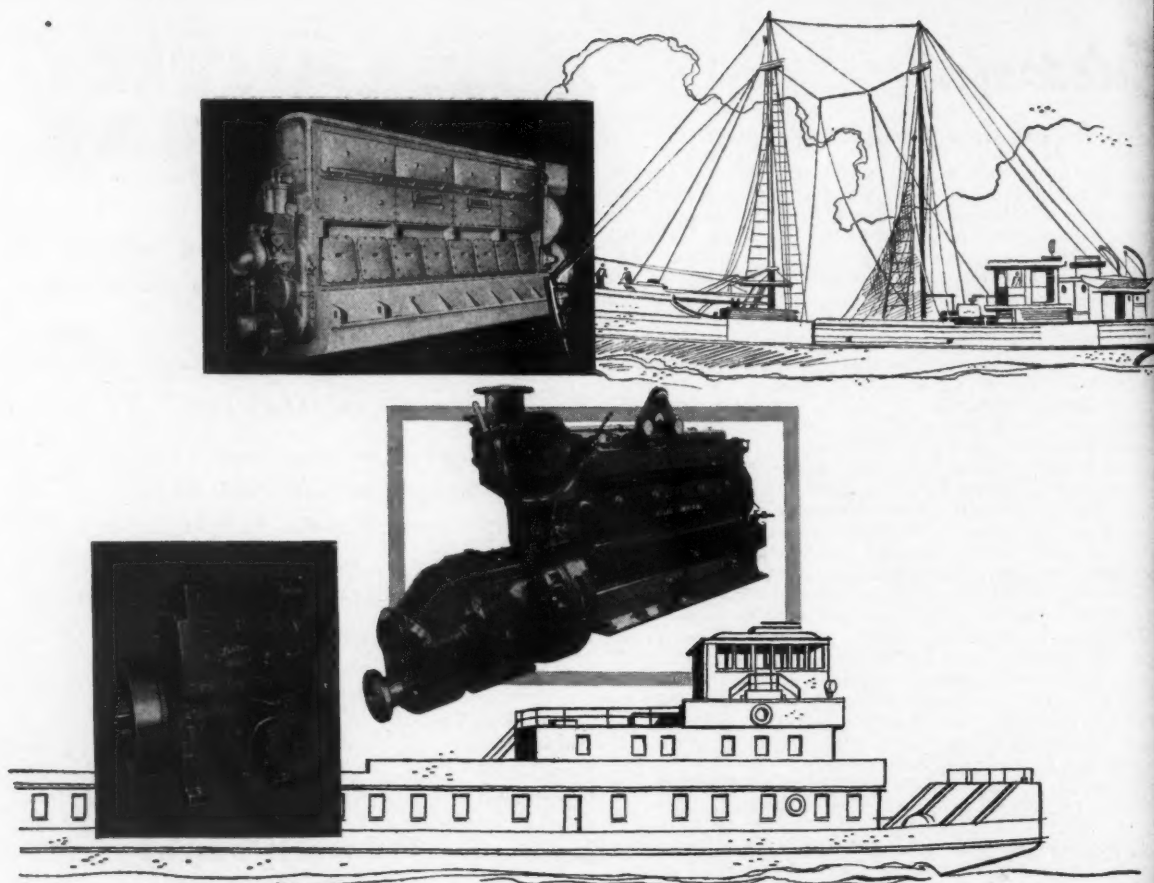
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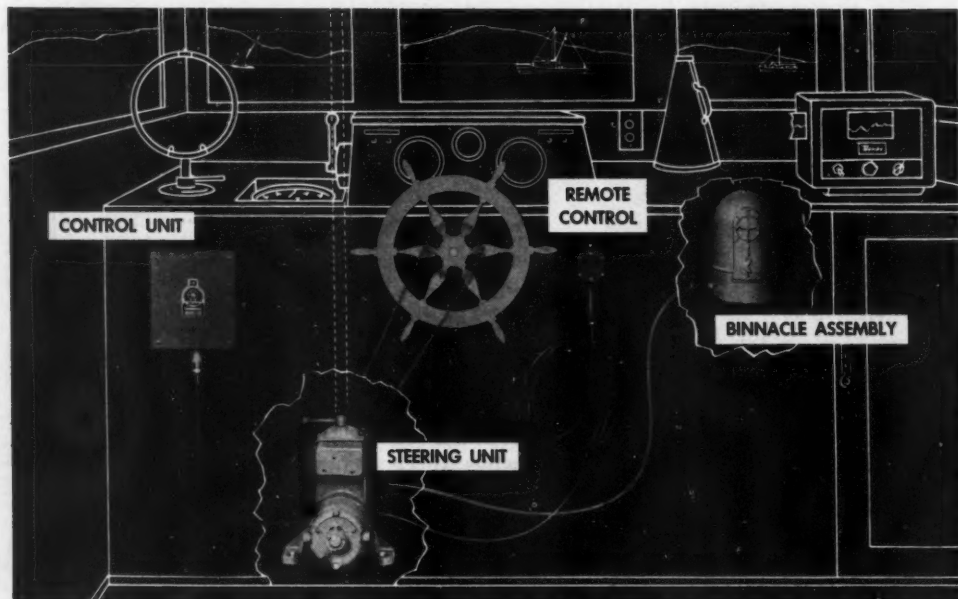


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SAVES YOU MONEY, WORK AND TIME, PUTS ANOTHER "HAND" ABOARD YOUR BOAT

This new Bendix Model 125 gives you full automatic steering at a price you can afford to pay. At surprisingly low cost you can now have this extra "hand" which will relieve you of long, tedious hours at the wheel and put money in your pocket by saving both time and operating costs.

MORE SAFETY... LESS WORK

In any weather the Pilot gives you more safety as it lets you keep a closer watch, check course and take bearings. It will steer a straight more accurate course than the most experienced helmsman, thus cutting your running time, saving fuel and reducing operating costs.

And it means less work for you. The Pilot can make runs even lasting several days—and you never touch the wheel. Gives you extra time to prepare fishing gear and perform the other duties before reaching the grounds or making port.

EASY TO OPERATE

Simply flip on the power switch, set the bearing on the desired course and engage the clutch. From then on the Pilot steers the boat automatically.

The Pilot operates on the ship's battery and is connected to the steering system. It occupies little space and is easily installed.

No other pilot gives you the extra built-in power of Model 125 plus the accurate, reliable control of the exclusive Bendix photo electric "seeing eye". In addition, Model 125 fully protects your present steering system with built-in limit switches.

The Pilot also is available with a remote hand switch for Power Steering-Dodging and for Course Changing.



Model DR-12 NEW DUAL RANGE BENDIX DEPTH RECORDER

This is the lowest priced dual range Recorder on the market. With the flick of the switch you can select the 0-50 fathom range for shoal water fishing, or the 0-200 fathom range for deep water operations. The instrument features a new dual guide scan mechanism for accurate detail and utilizes for the first time a new supersensitive Bendix ceramic transducer. Installation is extremely simple. Write for complete details.

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Sounding-Lead.

Commercial fisheries catch in United States and Alaska totalled about 4,400,000,000 lbs. in 1953, as compared with 4,300,000,000 in previous year. The increase was due to a spectacular gain in catch of menhaden, one of least known but most important species of commercial fish. A substantial supply of menhaden on Atlantic Coast and heavy demand for menhaden meal for poultry and swine feeding were responsible for large catch of that species.

Outstanding fishing port in 1953 in volume of production was Lewes, Del., where 360,000,000 lbs. of menhaden were landed. San Pedro, Calif., which held first place for many years, was second with landings of 328,000,000 lbs., principally of tuna, Pacific and Jack mackerel, and sardines.

Other leading ports for which poundage figures are available were: Gloucester, Mass., with 186,000,000 lbs., mainly of ocean perch, whiting, haddock, and pollock; Boston, Mass., with 152,000,000 lbs., principally of haddock, cod, pollock, whiting, ocean perch, and flounders; Reedville, Va., with 152,000,000 lbs. of menhaden; and San Diego, Calif., with 128,000,000 lbs., chiefly of tuna.

The top ports with respect to value of catch were San Pedro, with landings worth \$32,800,000, and San Diego, with a catch valued at \$20,250,000. Catch value at these two ports far outweighed other domestic ports.

Fish & Wildlife budget estimates for fiscal year 1955 have been submitted by President. Budget estimate for Branch of Commercial Fisheries was \$1,137,500, or an overall reduction of \$3,060.

Although there is an indicated increase of \$71,132 for Market News Service, work in this activity would remain about same as in 1954, since entire increase is to provide for mailing Market News reports, funds for which must be taken from Branch budget for first time. On the other hand, actual reductions in other activities total \$74,207, including \$20,296 from work on Exploratory Fishing and Gear Development, \$53,522 from Fishery Technological Studies, and \$389 from two other activities.

For the Branch of Fishery Biology, President's budget estimate was \$2,409,155, for an overall net reduction of \$231,745. Substantial decreases were made in Pacific Salmon Investigations (fish migration over dams), \$104,000; Pacific Oceanic Fishery Investigations (tunas), \$58,000; and Great Lakes Sea Lamprey Investigations, \$190,000.

There were increases in Pacific Salmon Investigations, \$50,000; North Atlantic Fishery Investigations, \$65,255; and Clam Investigations, \$5,000.

Canned shrimp size standards were discussed at industry-wide meeting of shrimp canners held on January 6. According to National Shrimp Canners & Packers Association, following resolutions were unanimously adopted:

That shrimp canners are in favor of adopting an industry standard for grade counts on canned shrimp.

That tentative counts on canned shrimp as amended be adopted as follows:

1. Colossal—less than 2½ shrimp per ounce.
2. Jumbo—less than 3½ shrimp per ounce.
3. Large—3½ to 5 shrimp per ounce.
4. Medium—more than 5 but not more than 9 shrimp per ounce.
5. Small—more than 9 but not more than 17 shrimp per ounce.
6. Tiny—more than 17 shrimp per ounce.

Other resolutions adopted were: that term extra large be deleted from labels and word jumbo be substituted therefor.

That recommendations be made for all grade sizes to be shown on labels.

That a tolerance for cleaned or deveined shrimp of

+8% of each count of regular pack be adopted in order to offset deveining loss.

That any shrimp consisting of less than 50% broken by weights be classified as whole and broken, or with appropriate size designation plus word broken, or as broken; and that more than 50% by weight be classified as broken.

That present industry practice of allowing a tolerance of not more than 5% of broken shrimp in any grade size be continued.

That grade sizes be based on cut-out weight per ounce after processing.

That August 1, 1954 be set as date for adoption of these standards.

Good market for edible fishery products is predicted for first quarter of 1954 in report issued by Fish and Wildlife Service. Firm or steady markets for most canned fishery products, steady market for smoked fishery products, and mixed markets for fresh and frozen items are forecast.

Strong market is seen for swordfish, lake trout, spiny lobster and croaker. An active market for canned salmon is predicted. Firm or fairly firm markets are forecast for haddock, halibut, pollock, red snapper, sablefish, fresh salmon, whitefish, lobsters, fresh oysters, canned mackerel, canned sardines, and canned shrimp.

Steady market is seen for bluefish, cod, flounder, sole, ocean perch, sea bass, sea trout, fresh clams, canned anchovies, canned tuna, canned oysters, salt herring and mild-cured salmon. Fairly steady markets are predicted for butterfish, mackerel, scup, smelt, whiting, buffalo fish, carp, catfish, lake herring, sheepshead, yellow pike, fresh shrimp, canned herring, fresh crab meat, and canned crab meat.

An unsettled market is anticipated for mullet, with a dull market for scallops and a weak market for rockfishes.

Importation of frozen fish is expected to be at lower rate than during first quarter of 1953. Imports of shellfish and canned fish, on the other hand, will be at slightly higher level.

Exports of edible fishery products are expected to continue at low level, although active export market for fish oils is anticipated. Used mainly for soap and paint in this country, fish oils apparently are being used for edible purposes abroad. Exports through October last year rose to 43,000 tons, more than triple amount in previous year.

Crab meat sanitation code is under consideration by blue crab meat packers of Atlantic Coast States. Committee which met at National Fisheries Institute (NFI) headquarters in Washington, D.C. last month unanimously adopted a tentative voluntary code for NFI members, based on recommendations of Fish & Wildlife Service following intensive study of the problems.

Action taken by crab meat packers is outcome of appeal made to NFI by its New York City members and Public Health Department of that City. Preliminary meetings on the sanitation code matter were held in New York City, Jacksonville, Florida, and Hampton, Virginia. Other meetings are now being scheduled covering entire blue crab production area.

Trash fish landings at principal New England ports in 1953 amounted to 110 million lbs., which was 27 million more than in 1952 and over double the 1951 catch. Point Judith, R. I., with 48 million lbs., accounted for nearly half of the entire yield. Ranking second was Gloucester, Mass., with 28 million. Landings of trash fish were heaviest in June, totalling 19 million lbs.

Canned shrimp pack jumped enough during two weeks ending January 9 to bring total since August 1 up to 578,723 standard cases, or 15% ahead of year ago. However, only stocks building up are small, as fresh markets continue to outbid canners for bigger shrimp.

The frozen shrimp industry also has been very active, cold storage holdings on December 31 having amounted to 26 million lbs., or 69% more than on same date previous year.



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Decking and planking
stay brighter longer and
keep weather-tight with
Pettit finishes

On the bottom, it's
Pettit's TROPICOP ...
the super-antifouling
protection



is pettit's pride, too!"

Frank Green's new trawler, the "Green's Pride," wears a bright white protective coating of Pettit Paint from stem to stern, from deckhouse to keel — a coat that enables her to shrug off the damp weather, tropical sun and salt spray which gnaw away at the boats of Mr. Green's Brownsville, Texas fleet.

Mr. Green's experience should be a good example to fleet owners everywhere, and proof that Pettit Paints give element proof protection while maintaining an attractive appearance.



PETTIT PAINT CO., INC. BELLEVILLE, NEW JERSEY
SAN LEANDRO, CALIFORNIA

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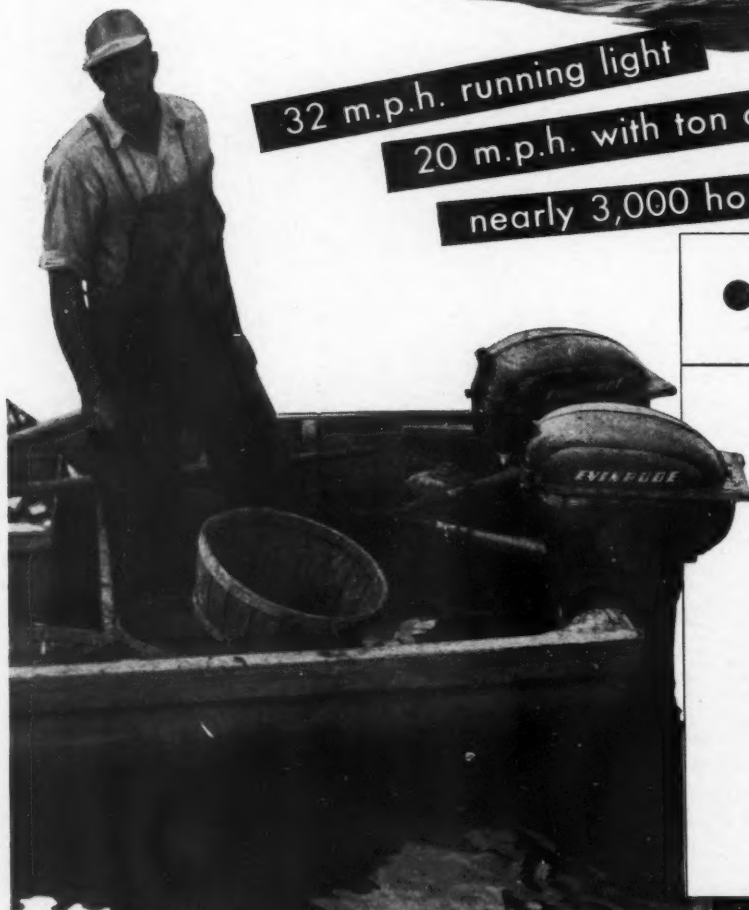
"...never seen a workboat with the speed of this one



32 m.p.h. running light

20 m.p.h. with ton of fish

nearly 3,000 hours a year, each motor



CARWICH MARINE

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RICHMOND • VIRGINIA

Mr. W. J. Webb
Evinrude Motors
Milwaukee, Wisconsin

Dear Mr. Webb:

Enclosed are photos of one of our good Evinrude users, L. E. Moody, West Point, Va. The 20' by 7' boat is powered with 2 Big Twins. We have never seen a work boat with the speed of this one.

The boat does 32 m.p.h. without load and 20 m.p.h. with a ton of fish. These speeds are clocked over known distances. Working 100 crab pots and 30 fyke nets, Mr. Moody has to cover over 50 miles up and down the river, averaging 9 hours a day. During this time the motors are never stopped, but are idling in neutral except when a net is extremely full.

That is the way these motors work every day except Sunday, when one of them goes on the family runabout for pleasure use. Running time totals nearly 3,000 hours a year on each motor. Maintenance has been very low.

Cordially yours,

J. Carwich
Gus Carwich



• Backed by 10 years of successful experience fishing with Evinrudes, L. E. Moody was quick to see the possibilities offered by the new Big Twin model. In his operation he found that *two* Big Twins gave him the real pay-off! 50 brawny horsepower for time-saving runs to the nets, and real speed even with a full load. Plus stamina and low upkeep you couldn't beat in *any* kind of motor! Big Twin performance has been an eye-opening (and money making) experience for fishermen in many waters. Get all the facts. See your Evinrude dealer, or write for catalog on the complete Evinrude line—4 models—3, 7.5, 15 and 25 horsepower. EVINRUDE MOTORS, 4346 N. 27th Street, Milwaukee 16, Wisconsin.

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EVINRUDE OUTBOARD MOTORS

Proper Loading Trim for Fishing Boats

*Effects of design, powering, arrangement in securing and maintaining adequate trim control explained by naval architect Walter J. McInnis**

VIRTUALLY all fishing vessels under 50 tons are constructed of wood, and 90% of those between 50 and 150 tons are also of wood. Consequently, it appears that the problem of securing and maintaining a proper loading trim is chiefly concerned with wooden vessels. At least it is conceded that the task is more difficult here than in a steel ship. It also goes without saying that the trim disturbances are generally in inverse proportion to the size of the vessel.

There are many underlying causes for the acute disturbances of trim due to loading. Some may be brought about by the actual mechanical or engineering problems that confront the architect, but the author frankly feels that these are in the minority and that they could be easily remedied if due opportunity were given to the designer or builder to correct them at the source.

A very small percentage of the vessels are actually designed or engineered, but rather are "just built", either as a duplicate of some previous ship of the size wanted, with some modifications to suit the particular owner, or from a new "model" cut to the length required. At this stage, there is little thought given to the completed vessel as a unit loaded for sea, and small consideration of such important factors as propelling requirements, size of pay load, fuel and water capacities, crew, nature of waters to be fished in, and the like.

Even in such few cases where an architect is commissioned to prepare plans, or a competent building yard having a proper engineering staff is engaged to design and build a vessel, the problem is generally a severe one because of the ease with which control is lost of the situation during the construction period and even after completion.

Relationship Between Pay Load and Vessel Size

The relationship of pay load to be carried often is far out of balance with the "loaded for sea" port departure displacement of the vessel. In average cases, it ranges from as high as 45% in vessels of about 45 ft. waterline length, which would measure about 20 gross tons, down to 38% in vessels around 100 ft. waterline length, grossing in the vicinity of 150 tons. This, in our judgment, presents an obstacle, at the start, which is extremely difficult to overcome, particularly when considered in combination with the usual other circumstances.

Furthermore, it is likely that, again, much of this sort of thinking stems from the days of sail driven vessels without power, where the center of gravity of the pay load was located at all times well over the common buoyancy centers under different conditions of displacement. Extraordinary pay loads result in a trim moment that is virtually impossible to control at any time under conditions that generally exist at the present time.

All attempts at cramming in the maximum pay load the hull will carry at the expense of other features should be cut down. It is the author's belief that a reduction of at least 20% would generally make a good start. This would leave a maximum load of not over 36% of the vessel's "loaded for sea" port departure displacement for boats of about 45 ft., down to not over 28% in vessels of 100 ft. Naturally, this would result in shortening the fore and aft length of the hold. In practically all Atlantic

trawlers, this means taking the weight out of the forward end of the hold, reducing the lever arm and disturbing moment. The so-called mast head type trawlers, carrying the pay load aft, would be equally benefitted by taking the excess weight out of the aft end of the hold and subsequently improving the trim.

Limiting the hold size to the amounts named above, would work no hardship on the owner, as a close perusal of the reports of fish landings shows clearly that in better than 90% of the trips, vessels are returning to port with partial loads, some as low as 50% of capacity.



Walter J. McInnis

Determining Suitable Propulsion Unit

There seems to be no semblance of judgment used in determining, well enough in advance, what the propelling plant shall be. This is often held in abeyance until the vessel has been started and, when the final decision is made, it is either based on the price of the unit or the alleged power to be delivered at the shaft, without due regard for the overall length, weight or suitability for the hull itself.

Failure to study the propelling requirements well in advance can only result in much haste and improvising, at a later date. For each vessel as an entity, there is a definite fixed relationship of engine to hull and fittings. If an engine that is too long and too heavy for a vessel is selected, the center of gravity of the pay load automatically is moved out of position, and the trim moment increased.

In order to secure adequate trim control, as well as for reasons of proper shaft revolutions and propeller thrust, such an early decision is imperative. The effect of such a balanced set-up usually leads to satisfactory results; failure to plan far enough ahead means only future additional expenditures for "second guessing", and a complete feeling that the final accomplishment is still "make-shift".

The decision on the main engine must be made to suit all of these conditions, not just one or two of them. Rather let it be said that the engine was selected first, if necessary, rather than last, and a proper vessel built around it, rather than otherwise.

The points to be remembered when selecting the motor are as follows: (1) Has it enough power at the shaft to adequately give the best results, both at free steaming and when trawling? (2) Is it the right type of engine to suit the hull for length, weight and shaft revolutions?

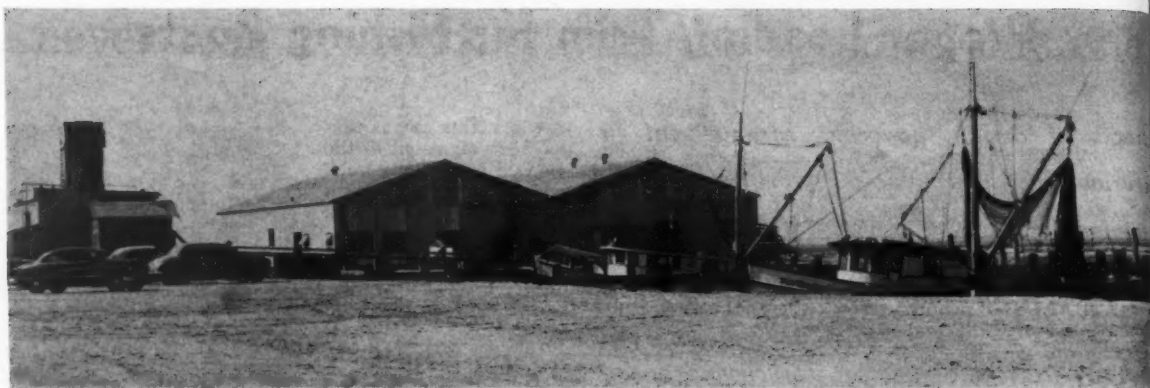
Location of Quarters and Tanks

The adherence to popularly accepted arrangements of quarters, hold, machinery space, fuel, water, and superstructure is easy to understand on account of tradition. Still, in such cases, and there are many in the modern trawler, it should be desirable to loosen up the thinking, and depart from the age old ideas of general appointment, if and when it was absolutely needed to secure a better control over trim.

It is not the intent of the author to overlook the needs in specific instances, where the fishing operation is peculiar to a locality, of staying as close as possible to the arrangement easiest and best for the fisherman, but rather to point out the importance of the ability to con-

(Continued on page 32)

* Abstract of paper presented at recent FAO International Fishing Boat Congress at Miami, Fla. by Mr. McInnis, whose firm is Eldredge-McInnis, Inc., Boston, Mass.



New facilities for the Brownsville Shrimp Exchange, fronting on the recently-completed shrimp harbor at the Texas port. At left is the house; offices, a net shop, marine supply station and packaging and freezing machinery are housed in the 12,000-square-foot structure at right.

Brownsville Shrimp Exchange to Double Output

IN a few years since the close of World War II, the Brownsville Shrimp Exchange in Texas has grown to be one of the largest companies in the frozen shrimp business. Part, if not all, of the credit for such a rapid climb can be attributed to savings stacked up by unity of operation.

The Brownsville Shrimp Exchange is believed to be the only concern in South Texas that catches, freezes and markets its own product under one management. Some time ago the Exchange acquired two tracts of land at Brownsville's new shrimp harbor. There the company developed facilities worth \$250,000, which are designed to double previous production in every department from servicing trawlers to shipping frozen shrimp.

On one 200' dock-front tract is a processing and freezing plant with a capacity of 50,000 lbs. of shrimp a day, a net shop, a marine supply station and company offices. The units are housed in a 12,000-square-foot steel and concrete structure. The other tract, fronting 100' on the water, accommodates icing and fueling facilities for trawlers.



Manuel A. Sanchez, vice-president of the Brownsville Shrimp Exchange.

The Shrimp Exchange has installed a new unloading device for boats that is patterned after the pumps being used to unload sardines and menhaden. Using water hosed around the suction of the pump, it unloads shrimp at the rate of two bbls. per minute. Flooding of the boat bin is not necessary. The Shrimp Exchange collaborated with the Meletron Corporation of California on the present experimental model.

The new plant of the Brownsville Shrimp Exchange represents a complete waterside facility. "We don't have to give anything outside," said Manuel A. Sanchez, vice-president of the Exchange. "We can handle anything pertaining to

Moves to modern plant at new shrimp harbor owns 15 trawlers; packs, freezes and markets own product in integrated operation

the necessities of our fishing boats." The president of the Shrimp Exchange is David J. Pleason.

To supply raw material to the processing plant, 15 trawlers are owned by the company, and 11 more operate under contract. It was anticipated that the number of shrimpers serviced would be doubled when the company's new units got into full operation.

Most of the boats working for the Exchange are 60- to 65-footers, powered with 165 hp. Diesels. Their best fishing grounds are on the Campeche Banks, and 90' nets are the most popular.

Eight of the Shrimp Exchange boats are 65-footers, including the *Faith*, Capt. Gilbert Kenon; *Phyllis Jean*, Capt. Bobby White; *Little Nelson*, Capt. A. N. Tabbot; *Sally Anne*, Capt. T. Premeaux; *Two Boys*, Capt. Tommie Goodwin; *Jack Pharr*, Capt. Edward G. Comeaux; *Bonnie*, Capt. Clyde Hebert; and *Sherry B.*, Capt. Valdemar Ree.

There are two 55' shrimpers—the *Lady Maria*, skippered by Capt. Johnny Wise; and *Seabiscuit*, of which Capt. J. M. Cooper is master. Sixty-footers include Capt. Al Green's command, the *Miss Rita*; and the *Albatross*, Capt. Wayne Dillard. Capt. Ira Pete skippers the *Rub E.*, which is 70' long, while Capt. E. M. Ricks is in charge of the 83' *Bon Adventure*. Largest vessel owned by the Shrimp Exchange is the 103' *Neptune*, of which Capt. Ralph Denty is master.

Previous to the new trawler-to-freezer method, headed shrimp were transferred from boat to truck at the Port of Brownsville turning basin. Trucks rushed the catch to the packing plant in downtown Brownsville.

Packaging and Freezing Operations

The technique in packaging and freezing shrimp is the same in the new plant as it was in the old. Immediately inside the building, shrimp are washed and sent through a standard grading machine set to give a 94 to 96 jump count for every five-pound box. According to Lou Pashos, plant manager, a leeway of three or four shrimp is what is allowed.

On the packaging scales, a seven-ounce allowance is made. The box, Pashos explained, is figured to weigh two ounces and the water content, five ounces.

Packages for Brownex shrimp arrive flat, in cartons. A KLxlok machine folds the five-pound containers into shape with only one workman needed to load the machine and stack the formed boxes as they come off, lid up.

Filled, closed and stamped with size of shrimp contained, the boxes are fed to a Model 5-15 Hayssen automatic wrapping machine, where they are overwrapped with cellophane and made ready for quick-freezing. On packages under or over 7" in width, the machine handles 900 to 2100 per hour.

The overwrapping, Pashos disclosed, is an innovation for the Brownsville Shrimp Exchange. "No longer," he said, "do we have to open each box and glaze the shrimp and close the box back up again. Overwrapping saves 15 to 20 lbs. freight on every 50-pound carton and a lot of labor."

The cellophane makes a neater-looking package, and also seals out air that could discolor the product. Natural water content of the shrimp is utilized to give the seafood a clean, glazed look when the package is opened.

From the overwrap machine, packages are placed top down on freezing trays. The water gravitates and glazes over in the freezing process. The old method of opening boxes after the shrimp were frozen, then spraying the top with water for a glaze and refreezing, is done away with.

Quick-freezing in the Shrimp Exchange plant is accomplished in two Amerio plate freezers. Each unit can harden 3,000 lbs. of shrimp every five hours. If there's no particular hurry, shrimp are placed in the single plate freezer room, where 5,000 lbs. can be frozen in 12 hours.

Packed in 50-pound cartons, Brownex shrimp are held in cold storage until they are loaded on trucks for delivery to customers in the Midwest and East. Last year the Brownsville Shrimp Exchange sold about 3½ million pounds of frozen shrimp. The total production for the port of Brownsville, with its numerous independent boat owners and processors, was 25 million pounds.

Most of the Exchange's sales are in the form of plain shrimp destined for restaurants. But as a service to dealers who sell to housewives with a preference for factory-breaded shrimp, the Exchange offers frozen breaded shrimp. The old Brownsville Shrimp Exchange building is to be used for the shrimp breading operation.

Mexican Shrimp Also Handled

All except about a million pounds of the total volume handled by the Brownsville Shrimp Exchange is caught and processed through the firm and sold under the



Trays of packaged shrimp being placed in the Amerio plate freezer at the Brownsville Shrimp Exchange by plant manager Lou Pashos, left, and Teddy Rentrop.

Brownex label. The remaining million pounds, sold as Laguna shrimp, is packaged and frozen in Mexico and wholesaled through the Exchange. Each week the *Mada Oro Zorra*, owned by Adam Smith, transports frozen shrimp from Carmen to Brownsville for the Exchange.

As a matter of fact, the whole idea that has culminated in the Brownsville Shrimp Exchange originated in Mexico. Sanchez, a Federal Bureau of Investigation agent for 10 years, relates that after World War II he was assigned as a legal attaché to the U. S. Embassy in Mexico. "Some shrimp boats got into trouble down there," Sanchez said, "and I was assigned to investigate. I got interested in the business."

Progressive and energetic, Sanchez soon left the FBI to invest his time and money in putting to work ideas about how the shrimping business could be improved. And those ideas—especially the one about gathering all fishing, processing and selling operations under one managerial roof—have made the Brownsville Shrimp Exchange one of the largest firms in the business, and it's still growing.



After washing, shrimp are run through a standard grading machine (left). Women package each size of shrimp by hand as the machine deals the shellfish to them. A Model 5-15 Hayssen automatic wrapping machine (right), is used to overwrap the five-pound boxes of shrimp with cellophane before freezing.



Air-view of the 101' dragger "Nautilus" owned by John Dallett & Son, New York City. Right, John Dallett.

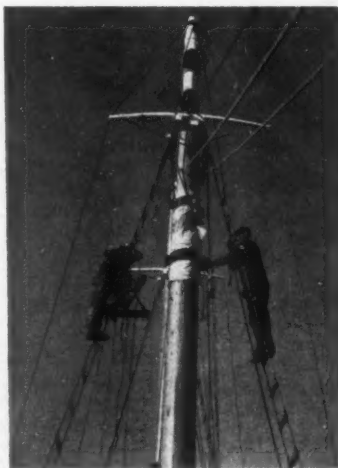
"Nautilus" Is Steady Groundfish Producer

A REPUTATION as a steady producer has been achieved by the 101' groundfish dragger *Nautilus* during her first 14 months of operation. Owned by John Dallett & Son of New York City, the vessel has hauled for a total of 1¼ million pounds of fish from the 34 trips that she has made, starting with her maiden trip early in December of 1952 and continuing through January of this year.

Capt. John Whiffen, skipper of the *Nautilus*, has landed his fares wherever the market was considered best at the particular time. As a result, he has brought 18 trips into Boston, 15 into New Bedford and one into New York.

Operating on a comparatively consistent schedule, the *Nautilus* has made three trips per month during six months of fishing and two trips a month during the other eight months, giving her an average thus far of approximately 2½ trips per month. Her catch has averaged 125,000 lbs. per month and 51,450 lbs. per trip, with her largest trip hailing for 117,000 lbs. This production places the *Nautilus* among the highliners for groundfish vessels of her size. Most of her fishing has been done on Georges Bank.

From an operating standpoint, the *Nautilus* has demon-



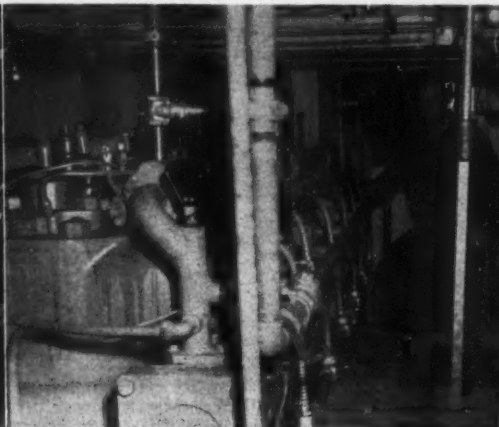
Ring work on forward spar of "Nautilus"

strated herself to be a fine boat. Designed by Allen D. Woods of Greenwich, Conn., she has fast lines, enabling her to make ten knots. Built by Morse Boatbuilding Co. of Thomaston, Maine, who launched her at midnight under floodlights, the *Nautilus* is the largest and heaviest timbered craft ever built by the yard. The schooner-rigged dragger is framed with 5" double oak, planked with 2½" oak and has 3" pine decking. The deck house is sheathed with pine inside and out.

The vessel has a beam of 22' and draft of 11', and her fish hold capacity is 250,000 lbs. Commodious quarters are provided for 9 crew members in the fo'c's'le, and two in the after cabin, with the captain's stateroom located in the deckhouse.

The *Nautilus* is powered by a 6-cylinder, 11x15, 300 hp., direct-reversing Union Diesel with sailing clutch, which swings a 64 x 44 Hyde propeller on a 6" Tobin bronze shaft, supplied by Hathaway. The flax-packed stern bearing and stuffing box, as well as the rudder fittings were made by Hathaway. Gulfpride lubricating oil and Gulf fuel oil are used aboard the vessel.

Hathaway also furnished the gallows frames, deck blocks, and its Model 639-40 upright-drive trawl wind-



Left: Capt. John Whiffen, skipper of the "Nautilus"; center the vessel's 300 hp. Union Diesel; right, Wilbur Morse, her builder.

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which has 26" wide drums that wind over 400 fathoms of $\frac{1}{8}$ " wire or 525 fathoms of $\frac{3}{4}$ " size. The winch is operated off the main engine through a Twin Disc clutch, and there is a Hathaway flexible drive coupling between the clutch and engine. A 5 hp. Hathaway electric fish hoist is mounted on the whaleback, and a Danforth anchor is carried.

The vessel has a two-cylinder, 16 hp. Lister Diesel auxiliary unit with 10 kw. generator and Curtis compressor. Batteries are 110-volt Exide. There is a Shipmate oil-burning range in the galley, and a Shipmate oil-fired boiler in the engine room for heating after quarters.

Pilothouse equipment includes Edson shaft-type steering gear, White compass, 75-watt RCA radiotelephone, Raytheon Submarine Signal Fathometer and Loran. Two Edson deck pumps are provided for bilge and fish hold service.

The *Nautilus* uses Westerbeke trawl nets, Paulsen-Webber $\frac{3}{8}$ " wire rope, and Tubbs cordage which was supplied by Paulsen-Webber. The vessel is finished with Pettit topside paints and has Henderson & Johnson plastic copper paint on the bottom. Operations of the Dallett fishing fleet are based at New Bedford, and Jerry Hejdud is port engineer.

Study Being Made of How to Obtain Maximum Yield from Planted Oysters

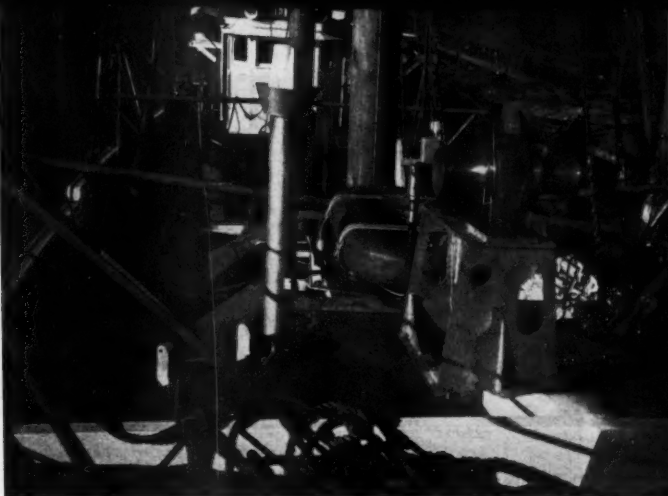
Research now underway at the Virginia Fisheries Laboratory, Gloucester Point, may help planters to increase their yields of oysters in the lower Chesapeake Bay. Experiments with oysters in trays have shown that growth exceeds losses from death through the first year and until early Summer of the second year. Subsequently, more weight is lost by death of oysters than is gained by growth of the survivors. On the basis of these experiments, it appears that in order to obtain the greatest yield in bushels, oysters should be harvested about a year and a half after planting.

However, the Virginia scientists point out that their studies are still in the preliminary stage, and that many other factors must be considered in determining the best time to harvest. Oysters will reach market size in 18 months only on grounds where growth is good. A high yield in bushels will not benefit the planter if the oysters are too small to market. The condition and flavor at the time of maximum yield are also important.

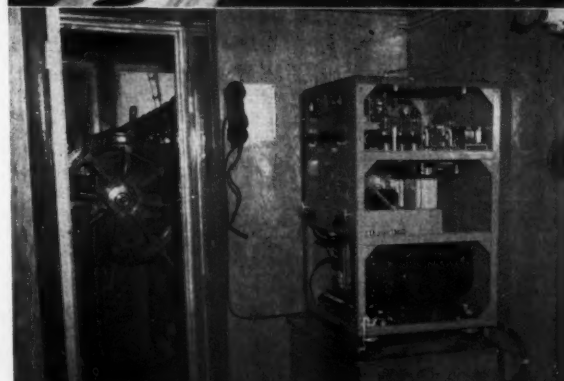
Scientists at the Laboratory have prepared charts showing the size of oysters and the yield in bushels at various rates of growth and death. To make use of these charts, it is necessary for the oysterman to determine the growth and death rates characteristic of each of his grounds. Then, by selecting the chart that fits the local conditions best, he can decide when to harvest for the maximum commercial yield.

The usual practice is to leave oysters on planted grounds for about three years, but during this time approximately 75 per cent of the oysters in the original planting die. This produces yields of about one bushel of market oysters for each bushel of seed. Avoidance of these high losses, characteristic of the salty waters of the lower part of the Chesapeake Bay, would put money in the planters' pockets.

Yield is determined by the balance between the amount gained by growth and the amount lost through death. Growth is best during the first year after planting, and gradually declines thereafter. Most oyster deaths occur during the three summer months of July, August and September, according to recent studies by Doctors Andrews and Hewatt of the Virginia Laboratory.



Deck view of "Nautilus", showing her Hathaway fish hoist. Below: interior views showing from top to bottom, her galley, RCA radiotelephone and Edson steerer in deckhouse, and fo'c's'le.





The "Venus", new 40' steel trap-netter built by Vermilion Engineering Co., Vermilion, Ohio. She is one of three boats in the fleet of Weigand Fishery, Huron, O., and fishes in Lake Erie. The vessel's power plant is a 145 hp. Nordberg Knight, which gives her a speed of 13 mph.

Great Lakes Ice Fishing Season off to Good Start

On the Great Lakes, particularly in the shallower bays, commercial ice fishing got off to a start a little ahead of Nature and netters with pound nets began taking smelt in the Green Bay area.

Andy Schwartz, of Escanaba, lifted 3,000 lbs. of fish with two hauls of nets, while Ray Herman lifted over 1,000 lbs. in one lift. This indicates a heavy run of smelt as the season progresses.

In other areas of Green Bay, aside from good smelt hauls, fishermen were taking nice catches of jumbo perch, walleyes and carp. Whitefish takes were obviously improving.

On Lake Superior, where Bayfield, Cornucopia and Portage Entry fishermen enjoyed a good herring season this winter, and in the bay areas where ice has formed, ice fishing operations for netters have begun to produce some nice catches of both leading species.

From Lake Michigan, where ice has formed in bays and shallower waters, both smelt and perch and yellow pike catches were up.

On Saginaw Bay of Lake Huron, good catches of smelt, perch, yellow pike, etc., through the ice were reported. On the ice in Georgian Bay and other bay waters of Lake Huron, ice netters were reportedly getting some nice catches of smelt, whitefish and perch.

On both Lake St. Clair and Lake Erie, where open water commercial fishing season has ended for the winter, ice operations were under way. Canadian fishermen operating through the ice were reportedly taking fair commercial catches of pike, few whitefish, smelt and herring, white bass, pickerel, sheepshead, etc.

On Lake of the Woods, and on Lake Nipigon, north of Lake Superior, netting operations for whitefish and trout were resulting in good catches.

Plan to Establish Smelt Plant

Menominee and Marinette fishermen recently reactivated the M & M Fishermen's Cooperative and sold 11 blocks of stock as a start toward establishment of a fish producers' plant in the Green Bay area. About 70 fishermen were present at a meeting held January 11 which was sponsored by the Menominee County Fishermen's Association. Wendell Beaucock, association president, was chairman of the meeting.

Beaucock told the fishermen the plan was to rent or build a plant in the twin city area where fish, chiefly smelt and perch, could be processed and packaged for sale to fish markets or grocery stores. The fish will be packaged in a blue and silver package under the brand name of "Silver Tip". Later the Co-op hopes to install its own freezer and breasting machine. The breaded frozen fish would be ready for the pan.

Beaucock named John Barstow of Cedar River Harbor to the task of seeking Federal aid to improve the port facilities at Cedar River. Arthur Bonn, Cedar River fisherman, said he had used the port, but the channel had narrowed down to 10 feet.

The Association hopes to get sounding and tonnage figures to present to U.S. Engineers, and wants aid for dredging, piling and cribbing.

Says Environment Key to More Fish

Thomas H. Langlois, director of the Ohio State University Institute of Hydrobiology, said in Chicago recently that environment is responsible for maintaining the fish population of the Great Lakes.

He said fishing is not the factor which reduces fish populations on the Lakes. Langlois pointed out that environment is what controls the productivity of fish and that in recent months Federal Fish and Wildlife Service authorities have shown greater recognition of this factor.

Canneries Ready for Smelt Harvest

Two Escanaba, Mich. fish packing houses are ready to start packing fish as soon as the ice smelt harvest comes in, and the Country Garden catfood cannery at Gladstone, Mich. has a crew of 80 women standing by ready for work. Heaviest lift during the second week in January in Escanaba was 820 lbs. Later, however, lifts were ranging from 1,500 to 3,000 lbs. and up in adjacent waters.

Urged to Make Netting Adjustments

W. J. K. Harkness, head of the Fish & Wildlife in Canada, urges fishermen to make adjustments this winter of undersize netting, in accordance with Section 55, subsection (1), of the Special Fishery Regulations for the Province of Ontario. These state that no person shall use any gill net to take lake trout, pike, yellow pickerel or whitefish (a) in Lake Erie: (1) to and including Dec. 31, 1954, the mesh of which net is less than four and one-half inches extension measure; and (2) from and including January 1, 1955, the mesh of which net is less than four and three-quarters inches extension measure; (b) in Georgian Bay, or Lake Huron: (1) to and including December 31, 1954, the mesh of which net is less than four and one-quarter inches extension measure; and (2) from and including January 1, 1955, the mesh of which net is less than four and one-half inches extension measure.

Changes in Wisconsin Fishing Regulations

The Wisconsin Conservation Commission recently adopted an order relating to open and closed seasons and other regulations for commercial fishing in Great Lakes waters of the State. The changes from the previous order are as follows:

1. The closed season on suckers, walleyes, and northern pike was extended to May 31 instead of May 19 (season will now be April 10 to May 31).
2. The so-called "Sebago salmon" is recognized as the brown trout and taken off the commercial fishing list.
3. Permits will be issued for 2 1/4" stretched mesh herring nets in Green Bay in the Spring of 1954.
4. Drop nets will be permitted for fishing through (under) the ice in southern Green Bay to less than 50' of water, and lifted in a heated enclosure.

The Superintendent of Fish Management disclosed that public hearings on the order were held at several places on the Great Lakes and that the State Commercial Fishery Advisory Committee favored the changes. The item which received the most comment by commissioners was the removal of the "Sebago salmon" from the commercial fishing list. The Superintendent stated that there is not much evidence that many of these lake-run brown trout are taken by anglers, but in recent years the commercial harvest has ranged from 4,000 to 9,000 lbs. annually.



Plant of Connors Bros., Ltd., producers of canned fish products at Black's Harbour, Canada. Several of the sardine carriers in the firm's fleet are powered with Caterpillar Diesels.

Canada's Fisheries Are Becoming More Stable

Result of scientific approach to problem of fluctuations in catch, and discovery of new fishing grounds and methods

THE business of commercial fishing, at one time a hit-or-miss affair with frequent inexplicable fluctuations in fish catches and a strong element of risk in each venture, is becoming more and more stabilized, thanks to science. The Canadian commercial fisherman, harvesting a crop from fields he cannot see or control, now is not forced to rely alone on his own experiences and those of his forefathers to determine when the fishing is going to be good.

While there are several examples of this scientific approach to the problems of the fisherman, perhaps one of the most outstanding on the Atlantic coast is associated with the scallop fishery off Digby, N. S.

According to reports presented in Ottawa at the annual meeting of the Fisheries Research Board of Canada early in January, scientists at the Atlantic Biological Station are able, as a result of several years' investigations, to forecast the abundance of scallop catches for forthcoming seasons. The fisheries experts can tell the Digby scallop fleet, for instance, that prospects for the 1953-54 fishery appear even better than 1952-53, which was one of the best years in the history of the industry since 1937. The present increased yield was foreseen by the station in 1948.

These predictions are the result of a study of water temperatures, specimens of the catch and the life history of the scallop. The scientists have found that there is a definite relationship between water temperatures and the number of scallops surviving the egg-stage in any given year. If water temperatures are high following spawning time, a strong year class of scallops is produced and six years later, when the mollusks have grown to fishable size, landings are high. There are other factors, of course, such as the intensity of fishing, which is related to market value and weather conditions, and these all enter the picture.

While the Fisheries Research Board feels that its predictions are reliable, it is continuing its studies in an attempt to standardize them better and to follow any changes in the relationship between landings and population which may result from a new regulation introduced last season. The conservation measure eliminated the legal minimum-size limit of 4" which was difficult to

enforce, and raised the mesh size of the scallop drags to 3 1/4", inside diameter.

Locate New Scallop Beds

The Fisheries Research Board plans to cruise the waters off Canada's Atlantic Coast again in 1954 to search for new scallop beds. Reporting to the annual meeting of the Board, Dr. A. W. H. Needler, director of the Atlantic Biological Station at St. Andrews, N. B., said that the results of the Summer's work in 1953 showed that there were beds of scallops off the Canadian coast which could support commercial fishing and augment the regular supplies of scallops which come from the large underwater beds around Digby, N. S. "Further exploratory work should reveal new beds which would provide the basis for an active industry," he declared.

In 1953 two vessels were used to explore for scallop beds on the Scotian Shelf and St. Pierre Bank. The best catches for the Summer were made on the northern part of St. Pierre Bank, where between 1,000 and 2,000 lbs. of

(Continued on next page)



Deck of the 50' dragger "Tignish No. 1", built for the Prince Edward Island Fishermen's Loan Board from designs of Eldredge-McInnis, Inc., Boston, Mass.

scallops were raked in daily. The Board's vessels also found promise of an additional bed about 50 miles to the south of the first bed, but stormy weather prevented thorough exploration there.

During these investigations, the Board looked into the possibility of commercial-sized scallop beds existing in closer inshore areas. Scallops are reported commonly in many of the harbors on the southern coast of Nova Scotia, and fishermen in the vicinity hope that the shellfish are present in sufficient concentrations to support small-scale commercial fisheries. During the Summer, several days were spent working among the islands between Ecum Secum and Sheet Harbor with light Lunenburg-type scallop gear. Some scallops, usually old and large, were picked up but not in sufficient quantities to support even a small inshore fishery.

Offshore Herring Explorations Promising

Bright prospects for a new commercial herring fishery in the southwestern portion of the Gulf of St. Lawrence were indicated in a report presented at the annual meeting of the Fisheries Research Board. With drift-nets, a type of gear commonly used in European waters, the Board was able to bring in catches of herring more than double the yield which a similar effort would produce in the North Sea. Catches with trawls also were successful.

The Board has conducted an extensive program of exploratory fishing during the past four years with various European-type fishing nets and trawls, and this latest development has aroused considerable interest in the fishing industry. The herring, it was said, were suitable for high quality food products.

The Fisheries Research Board long has been trying to develop means whereby commercial fishermen could take advantage of the large stocks of herring suspected of existing in Atlantic waters. The present fishery is unsatisfactory, since it is based almost entirely on spawning fish found close inshore during two short periods of the year. Herring are in their poorest condition at spawning times, and they are suitable only for bait, for reduction to oil and meal and for low grades of pickled or otherwise preserved food products.

In 1953 the Board's explorations for herring in offshore waters were expanded to include trawling with special bottom trawls of French and Dutch design, as well as drift-netting. Sonic sounders were used aboard the experimental vessels to locate the roaming schools of fish. Next year herring will be trawled for in the more promising areas discovered in 1953.

The fishery scientists discovered that light strongly influences both drift-net and bottom-trawl catches, the best drift-net catches being made on clear starlit nights and the best bottom-trawl catches in the daytime in depths of from 28 to 34 fathoms.

Steel Lobster Traps Being Tested

According to a report submitted at the annual meeting of the Fisheries Research Board, experiments have been conducted by fishery scientists at the Atlantic Biological Station with several lobster traps of conventional shape but made of steel rods. They are many pounds lighter to handle out of the water, while they have about the same weight in the water as the stone-weighted wooden ones. The steel traps offer much less surface to current or wave action, and are less likely to be tossed about by storms. In fact, during two severe storms in coastal waters last year the steel traps were unscathed, while half the number of conventional traps in the same area was destroyed.

The big question, of course, is whether steel traps will catch as many lobsters as the wooden ones. Tests carried out off Port Maitland, N. S. in November resulted in the steel traps catching about as many legal-sized lobsters as the wooden ones. Before any definite conclusions can be reached as to their efficiency, however, many more trap hauls will have to be made.

Groundfish Investigations

An important part of the work of the Newfoundland Fisheries Research Station is to find out where fish are to

be found in the greatest quantities and why they go there. The report of the station, submitted to the Fisheries Research Board, gives details of the exploratory work carried out in 1953 on groundfish.

One otter-trawling survey made by the Board's research vessel *Investigator II* showed the presence and distribution of excellent supplies of cod on the Hamilton Inlet Bank off southern Labrador, a region only recently fished extensively by European vessels, but as yet not all by Newfoundland trawlers. One part of the bank also yielded good catches of American plaice.

The comparative efficiency of various fishing methods also is a matter of continued investigation. With the decline to veritable extinction of dory fishing for cod with large schooners, due mainly to lack of fishing crews, another type of long-lining operation is gaining favor. In this method the fishermen work directly from boats, mostly 45 to 55' in length, similar to the long-liners used by the research station in experimental work during the past few years.

Danish seining investigations were carried out by the *Matthew II* which was loaned to the station under charter by the Government of Newfoundland. During the year the *Matthew II* covered a good part of the south coast and also areas on the Grand Bank and in the channels between the offshore banks. The offshore areas were more productive than the newly-investigated inshore areas for this type of operation. The fish chiefly looked for was the witch flounder, and several good catches were made on the southwest slope of the Grand Bank.

An attempt by the *Investigator II* to catch witch flounder by trawling on the commercial Danish seining grounds in Fortune Bay, on the south coast, made possible an interesting comparison. It showed that a Danish seiner of considerably less size and power could out-fish a trawler for this flatfish. The trawler was more successful for cod and redfish.

Aureomycin Is Effective Fish Preservative

Aureomycin, one of the newer antibiotics, is being used effectively in Canada for fish preservation, according to Dr. Neal M. Carter, director of the Pacific Fisheries Experimental Station.

Recently Aureomycin was found to be the most effective of 15 antibiotics tested for preserving fish. Dr. Carter said that tests made with flaked ice containing Aureomycin resulted in a marked improvement in the keeping quality of the catch, as compared with keeping quality in ice alone. Further work on antibiotic preservation is to be carried out using Aureomycin and tetracycline, a more stable derivative of Aureomycin.

During another experiment fish were treated in an Aureomycin solution in tanks aboard two British Columbia salmon trollers. This method was developed because it was felt that ice containing the chemical might not always be readily available. The temperature of the tanks was maintained by mechanical refrigeration at about 30°F., slightly lower than that provided by ice. These tests showed that a much better landed product resulted than when the dressed fish were stored in ice alone.

The station also experimented with other methods of keeping fish sea-fresh. Refrigerated sea water was used with considerable success on a small scale. Later, tests were made on a larger scale in order that the necessary engineering information on the new equipment could be made available. These tests are being continued with equipment installed on the Pacific Biological Station's research vessel *Investigator No. 1*, while engaged in a shrimp prospecting survey on the B. C. coast. Some British Columbia craft already are making preparations to employ the refrigerated sea water method for holding their fish catch.

Considerable work also has been done by the Pacific Fisheries Experimental Station on brine freezing fish at sea, which results in faster freezing with less salt penetration into the fish flesh. If this method proves practical it could provide a very compact and efficient freezing system for small fishing craft.

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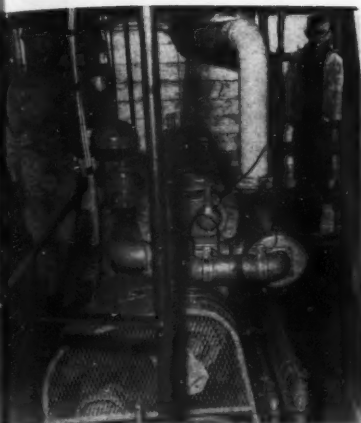
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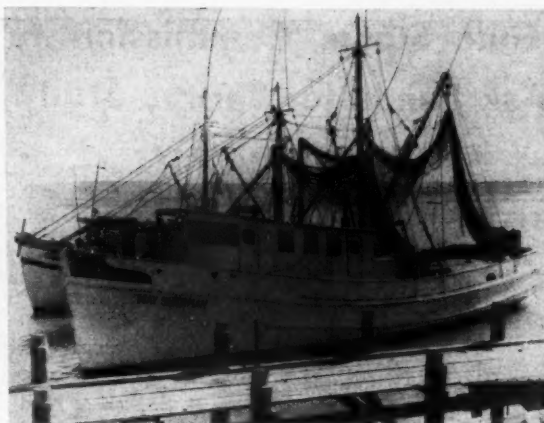
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The 65' shrimp "May Sherman" and her 150 hp. Murphy Diesel. Owned by Capt. C. H. (Kirk) Sherman of Los Fresnos, Texas, the craft operates out of Port Isabel. She has accommodations for six men, and the hold has a capacity of 200 boxes of iced shrimp. The vessel was built last Summer by Four Brothers Shipyard, Galveston.



Connecticut Dragger Catch Increases at Stonington

An increase of over 3½ million pounds was shown by fish and shellfish landings at Stonington during the year 1953. Production amounted to 11,773,400 lbs., as compared to 8,121,500 lbs. in 1952. The 1953 landings consisted mainly of finfish, the shellfish take having totalled only 15,900 lbs., all squid.

The fish landed in greatest volume was herring, with a yield of 2,353,300 lbs., which was a drop of over one-half million lbs. from 1952. Ranking second was scup, with 1,589,700 lbs., or approximately 350,000 lbs. more than last year. A total of 772,500 lbs. of blackback flounder was landed, and this was nearly 200,000 lbs. lower than the 1952 haul of this species.

The gain in the over-all catch was due mainly to an increase of over 5 million pounds in the amount of fish taken for animal use. In 1953 landings in this category amounted to 5,789,100 lbs., as compared to 772,500 lbs. the previous year.

Draggers Shrimping in South

Capt. Earle Wadsworth reports that more and more Connecticut vessels are leaving for shrimp beds in the south. At Stonington the Roderick dragger has gone, heading for the Florida coast, and Dinny Cidale of the Carol & Dennis is in Brownsville, Texas.

Darien Bans Clam Digging for One Year

The town of Darien has placed a ban on digging operations on all tidal clam flats until December 1, 1954. At that time, the Board of Selectmen will consider restricting digging to conserve the supply of cherrystones on the local beds. The closure does not apply to grounds outside the town lines where commercial clambers rent beds from the State.

A public hearing was held before issuance of the Darien clamming ban, which will enable the small-sized clams at Scott's Cove to grow to the legal size of 1½" in diameter. Commercial clambers expressed the opinion at the hearing that there would be plenty of cherrystones for everybody if the shellfish were left alone by diggers until they had reached harvesting size. More than 60 clamming boats, mostly from out of town, were counted at Scott's Cove one day last year.

The General Statutes of the State provide penalties for violations, prohibit digging of clams by residents of other States, and set the minimum diameter size which Connecticut residents can gather. There is no limit currently on quantity dug, nor does the State require a permit for digging on grounds that are under jurisdiction of the towns.

Shrimp Trawler May Sherman Has Improved Anchor Davit

One of the newer and larger Texas-built vessels which has proven successful in the Texas shrimping fleet is the 65' x 18' x 6.5' *May Sherman*. Owned by Capt. C. H. (Kirk) Sherman of Los Fresnos and working out of Port Isabel, the new trawler has a hold capacity of 200 boxes of iced shrimp. She was completed last Summer at Four Brothers Shipyard in Galveston, which is headed by Wallace Trocheset.

The *May Sherman* is sturdily built, having 2½ x 2½ x 5" double sawn cypress frames on 16" centers, 12 x 12" hard pine keel, 2" mahogany planking and 2" pine decking. The vessel is fastened with galvanized boat nails, and Pettit paint is used on the topsides and Tarr & Wonson paint on the bottom. The bulkheads and ceiling of the fish-hold are insulated with rock wool.

The trawler has a special steel davit or outrigger for handling the anchor, which is designed to keep the anchor line far enough away from the boat so that it will not chew up the hull when the boat is pitching while anchored. It also facilitates hauling of the anchor.

Mounted on the forward rail and extending over the bow, the davit has a track through which the anchor line runs. There is a vertically mounted brass sheave on the forward end of the davit and a horizontal guide sheave aft. The anchor line is run through a snatch block on the rail to a head on the hoist.

The vessel has an extra large and ruggedly constructed mast. It is 30' high and is fabricated from 10, 8, 6, and 4" diameter pipe sections. The mast is stepped on a 4' x 4', ¾" thick steel plate on deck, to which is welded a square flange. A welded-in square member at the base of the mast slides over and is welded to the deck flange, thus providing a very secure step. The vessel's boom is fabricated of 6" and 5" pipe sections, and 1" galvanized rods are used for rigging.

Power for the *May Sherman* is supplied by a 150 hp. Murphy Diesel with Snow-Nabstedt 3:1 reduction gear, sold by Houston Engine & Pump Co. of Houston. The engine swings a 46 x 34, 3-blade Coolidge propeller on a 3" Tobin bronze shaft with Goodrich Cutless rubber stern bearing.

The vessel is equipped with Type 8HR-19, 32-volt Surrette batteries and a 1000-watt U. S. Motors light plant. She has a 32-volt Deming water system and a 1½" gas-driven auxiliary Deming pump.

There are two bunks in the fo'c's'le and four in the deckhouse. Pilothouse equipment includes 75-watt radio-telephone, Raytheon Submarine Signal recording-type Fathometer and Metal Marine automatic pilot. Deck gear comprises a Stroudsburg hoist, 7/16" Wickwire trawling cable, two 75-pound Northill anchors and Columbian rope.

Gulf States Commission to Ask Funds for Shrimp Study

Members of the Gulf States Marine Fisheries Commission from Mississippi, Alabama, Louisiana, Texas and Florida held a special two-day session in Edgewater Park, Miss. to discuss the report of a committee appointed last October to study and obtain additional knowledge about the white shrimp and to develop data on Brazilian species. As a result of the committee's report, the Commission voted to ask for a \$554,000 federal appropriation to further shrimp research in the Gulf of Mexico. This amount would be in addition to funds available for such research in the member states.

According to committee head Dr. L. A. Walford, chief of the Branch of Fishery Biology, U. S. Fish & Wildlife Service, part of the appropriation would be used for personnel and the rest for equipment and costs, which would include the establishing of statistics, the sampling and testing of catches and studying of results.

Dr. Walford spoke of the apparent decline in shrimp production per unit of fishing effort. He said that it was not known whether the decline was due to a change in abundance since proper statistical information had not been maintained on the catch.

Reference also was made to the lack of knowledge as to the intermingling of the several species, the relationship one species bears to its own and to other species, environmental alterations both natural and man-made, mortality and other unknown quantities which add to the complexity of the problem. Dr. Walford said that if a decline in abundance was occurring or did occur, information now available would not suffice for the recommending of a rational conservation program.

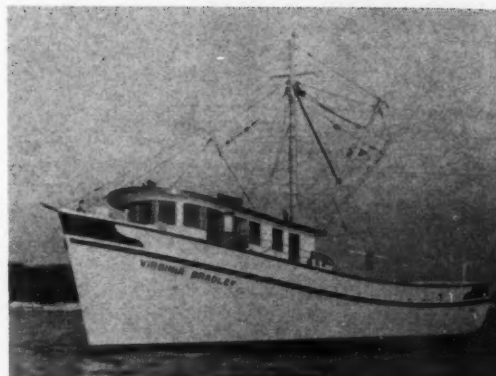
Collection of Shrimp Statistics

C. E. Peterson of the Fish & Wildlife Service presented a plan for the collection of shrimp statistics, worked out by the Branch of Commercial Fisheries. The program, based on the one which has been used in the New England trawl fishery, would provide the scientists with by-area catch records necessary to their calculations and would require some assistance from boat captains to supplement work of people directly assigned to the investigation.

According to Mr. Peterson, such statistics would be prepared as would make possible a by-area determination of production per certain dimension of netting for a specified unit of trawling time. It was estimated that eleven fishery marketing specialists would be required for such a program, these in addition to the two specialists now assigned to the Gulf. The specialists would work assigned areas from the following base points: Key West, Coral Gables, Fort Myers, Tampa, Fla.; Pascagoula, Biloxi, Miss.; New Orleans, Houma, Morgan City, La.; Galveston, Aransas Pass and Brownsville, Texas. An estimated \$80,000 annually would be required for the program.

A discussion period brought out the following principal points: Some part of any funds made available for shrimp investigations should be allotted to scholarships for educating young men who are directly engaged in shrimp fishing; that participating state agencies should receive full recognition for their work in the furtherance of such a program; that states should expand shrimp research now underway; that a detailed work plan of the program be made as soon as practical so that each participating agency would know exactly what was to be expected of it in order that plans could be made, including expense considerations; that a committee of at least one biologist from each state serve on a Commission, committee to correlate activities; that the Gulf States Marine Fisheries Commission serve as a coordinating agency for the development of a major shrimp research program.

Resolutions adopted at the meeting included one to support the efforts of the West Coast Florida fishermen



The "Virginia Bradley", 73' x 22' x 8½' shrimper recently launched by A. W. Covacevich Shipyard, Biloxi, Miss., for Capt. C. W. Wheeler of the Singleton Shrimp Co., Tampa, Fla. Her power is a 205 hp General Motors Diesel turning 52 x 44 Columbian propeller on a Monel shaft. Other equipment includes RCA direction finder, Bend depth recorder, McElroy hoist and One-Mile-Ray searchlight. Filling capacity is 6000 gals., and there are hot and cold showers for the crew.

and the State of Florida officials in attempting to secure emergency aid from the Federal Government in regard to meeting the situation created by the red tide in the Gulf of Mexico. This support will include gathering additional information and studying the problem of the red tide. The commissioners from the member states will be requested to contact their senators and representatives in Congress to attempt to secure their favorable consideration of legislation to be introduced to secure such aid.

The Commission voted that its primary research agency, the Fish & Wildlife Service, be requested to use its research vessel *Oregon* for shrimp explorations and general developments in preference to such studies for other kinds of fish or shellfish.

Hermes Gautier of Pascagoula, Miss., chairman of the Gulf States Commission, conducted the sessions. Secretary-treasurer of the Commission is W. Dudley Gunn.

Mississippi Fishermen and Packers Propose Changes in Seafood Laws

Amendments to several laws governing the seafood industry in Mississippi were discussed early last month at a meeting of packers, fishermen and union officials with Mississippi State Seafood Commission members at Biloxi. The possibility of allowing the commission to decide the season for shrimping was one of the chief points of discussion.

Packers and fishermen claim that the present state law which governs the time when shrimpers can make their catches, does not allow for weather conditions. Many times when shrimp are in abundance, shrimpers cannot make their catches because they are restricted by the present law. Under the proposed amendment, the commission would set the time for shrimping seasons, thereby allowing catches in favorable seasons.

Officials of the city of Pass Christian attended the meeting with reference to the oyster reefs off the shores of Pass Christian. The group proposed an amendment to allow the dredging of oysters inside the present 2½-mile limit.

Later in the month a bill seeking to give the Mississippi Seafood Commission authority to permit night shrimping in the Gulf of Mexico was proposed by Sen. Hermes Gautier of Pascagoula. The measure also would wipe out a discriminatory \$1500 non-resident commercial fishing license fee enacted to combat a similar provision in the Louisiana law. The Louisiana law has since been attacked in the Federal courts and held unconstitutional.

Maine Lobster and Scallop Catches High in 1953

Maine coast fishermen landed 240,000,000 lbs. of fish and shellfish worth \$16,400,000 during 1953, according to preliminary estimates made by the Fish & Wildlife Service and the Dept. of Sea & Shore Fisheries. The 1953 production was 40,000,000 lbs. less than the previous year, and fishermen received \$1,600,000 less for their labors.

However, lobster fishermen made a record haul of 22,000,000 lbs., which was valued at about \$8,200,000. Maine scallopers also had a record year, bringing in 1,600,000 lbs. worth \$750,000, a \$90,000 increase over the 1952 record.

Herring fishermen noted a decline in their catch. Only 5,000,000 lbs. were landed, a 55,000,000-lb. drop from the previous year. Their catch sold for \$1,500,000, which represented a higher average figure than in 1952 but a lower total because the catch was off.

Dragners brought in 59,500,000 lbs. of ocean perch, a decline of 1,200,000 lbs. A total of 12,650,000 lbs. of whiting worth \$150,000 were landed. This represented a substantial production drop and a decline of about \$100,000 in value.

Clam production showed a million-lb. decline and a \$150,000 drop in value.

Building New Lobster Plant

The Independent Lobster Co., owned by Gilbert Barker, is to have a new 60 x 50 ft. two-story wholesale lobster plant in Rockland. On the ground floor there will be tanks to accommodate 20,000 lbs. of lobsters.

A 10-ft. wharf extension will be built out from the face of the 60 ft. length of the building. Also planned is an 80 ft. wharf with a 60 ft. expansion to form an "L" shaped pier. Completion of the plant is expected in April.

Trawler "Storm" Lands Big Trip

The Birdseye trawler *Storm*, completing her first trip out of Rockland, made port on January 13 with a heavy coating of ice and a catch of 320,000 lbs. of redfish and groundfish which kept the fillet plant busy the remainder of the week.

Capt. Ernest O'Toole and his crew of nine sailed for the banks on December 28 under the wage plan for crewmen. They were paid \$270 for the trip, plus a bonus of one cent per pound for all cuttable fish over 200,000 lbs., to be divided among the crewmen.

Co-op Elects Officers

At a special meeting of the Boothbay Region Fishermen's Cooperative recently, a new slate of officers was elected. They include Charles York, president; Gordon Trask, vice-president; "Chick" Pinkham, secretary and "Bud" Barter, treasurer.

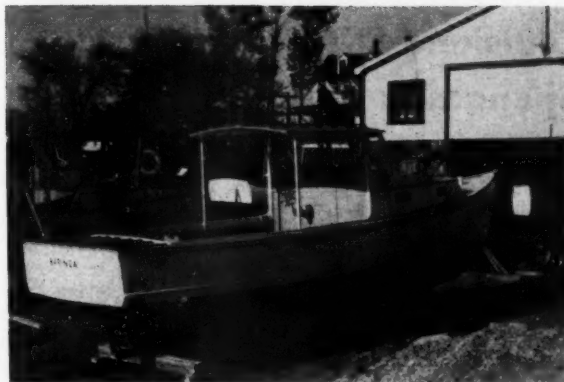
The new board of directors is as follows: Fred Fossett, chairman; Carlos McKown, Clarence Moyes, Freeman Hodgdon and Herbert Decker.

Seek State Control of Clam Flats

The Department of Sea & Shore Fisheries will recommend to the next Legislature that all town clam laws be repealed and future closings of flats be made by the Department and for conservation reasons only. A new clam management program will be submitted for consideration.

Rockland Groundfish Landings for January

In the first month of 1954 Rockland fishermen landed 887,000 lbs. of groundfish, all ocean perch, which was a drop of about 400,000 lbs. from the previous month. January 13th was the day with the largest catch, 285,000 lbs. having been brought to port.



The "Barinda", 30' x 10' x 2'8" fishing boat built last Spring by Chick, Hoff & Pendergast Boat Depot, Kennebunkport, Me. for Robert Wheeler of Green Harbor, Mass. She is Everdur-fastened, and is powered with a 105 hp. Chris-Craft engine.

Fires Sweep Shipyard, Lobster Plant

A fire on January 19 destroyed the Hodgdon Bros. Shipyard at East Boothbay, which employed more than 100 men building wooden minesweepers for the Navy. The blaze swept through three buildings which contained the office, main shop, metal, paint and electrical shops and a lumber storage shed.

The neighboring Goudy and Stevens Shipyard, with which Hodgdon worked on the Navy contract, was not affected by the blaze.

Another fire at the Brown Bros. lobster packing plant at Boothbay Harbor burned out the second floor of the two-story wooden building and destroyed the company office. The firm employs 10 persons in packing live lobsters for long-haul truck shipment.

"Operation Quahog"

Sea and Shore Fisheries Department biologists are waging a war against the over-crowded quahog beds in the Brigham's Cove area, and the war being waged is definitely constructive rather than destructive.

Using a converted landing craft, biologists are seeking to dredge up large quantities of baby quahogs for replanting in less congested areas.

The craft is equipped with a six-inch herring sucker. Power for the sucker is provided by a four-cylinder Wisconsin air-cooled engine. The barge itself is driven by a Chrysler Crown.

The operation has a double-barreled conservation purpose. The seed quahogs should mature and make a good crop, when replanted. At the same time, millions of the tiny bivalves, certain to perish in their present overcrowded homes, will be saved.

An A-frame mounted on the landing craft's stern holds blocks through which pass lines which control a 20-ft. long hose. The end of the hose which drags on the bottom has a suction head which works on the same idea as a household vacuum cleaner.

Below the suction head, steel drag hooks rake through the mud, digging loose the seed quahogs which are then sucked up through the hose line. Two plywood skis, each one foot wide, are mounted on either side of the drag hooks to control the depth of the digging.

Big Market for Chicken Lobster

According to Dan Clark, president of the Indiana Restaurant Association and an executive of the National Restaurant Association, the market for Maine lobsters throughout the West and Midwest hardly has been scratched. Clark added that entirely too much emphasis has been placed on the larger lobster, when the chicken size is the more marketable because of its lower price and sweeter flavor.

Louisiana Official Proposes Changes in Shrimping Rules

Robert L. Eddy, Jr., chief of the commercial seafoods division of the Louisiana Wild Life and Fisheries Commission, is planning to propose five basic changes to present shrimp regulations which he has formulated from evidence gathered by scientific studies, field observations and conversations with members of the shrimp industry.

Mr. Eddy has expressed a desire to hold a meeting for the discussion of these changes with Terrebonne shrimpers. He suggests:

1. That the autumn open season on commercial salt water shrimp in inside waters shall extend from the first day of September to the 30th day of November.

2. That the spring open season on commercial salt water shrimp in inside waters shall extend from the first day of April to the 30th day of June. The present spring season is from April 15 to June 21; the season closes June 21 and does not reopen until the second Monday in August.

3. That no size limit be applied during the open season in inside waters. Sixty-eight shrimp to the pound is the present legal limit on size.

4. During the closed seasons in inside waters, the size limit on shrimp shall apply on all shrimp taken in Louisiana coastal waters or imported into the state from beyond the state's boundaries.

5. The size limit provisions shall not apply to sea bobs. Sea bobs are little shrimp having six whiskers and the name is derived from the French expression, "six barbs".

Cooner in Patterson with New Boat

Carl Cooner of Brownsville, Texas, formerly of Morgan City, was a visitor in Patterson last month with his new boat the *Biscayne*, en route to Brownsville from Florida.

Mr. Cooner said that he plans to convert the *Biscayne*, which was a party fishing boat, to a trawler. He owns two other shrimp trawlers with his father Gerald Cooner of Brownsville. Their boats unload at the Santos plant in Brownsville.

Crabmeat Production Doubles

Morgan City, Berwick, Patterson, Houma, Chauvin and Dulac produced more than twice as much fresh cooked crabmeat in 1953 as in the preceding year. The total production figures for the first 11 months of 1953 are given as 433,354 lbs., compared to an output for the whole of 1952 of 192,750 lbs.



Capt. Vito Lochirco (left), formerly of Gloucester, Mass., who owns the 70' x 21' x 10' shrimp "Katie L." operating out of Gulf Shores, Ala. Built by Brander Shipyard, Biloxi, Miss., the craft is equipped with 205 hp. General Motors Diesel which turns 52 x 44 propeller on 3" Monel shaft with Goodrich Cutless bearing; RCA direction finder; Bendix depth recorder; Surette batteries; Metal Marine pilot; Northill anchor; Onan generator and Roebing wire rope. The fish hold is insulated with Styrofoam.

The 433,354 pounds produced in this area was more than half the total Louisiana production for the first 11 months of 1953 and was greater by some 92,000 lbs. than crabmeat production throughout the Gulf coast states in 1952.

Shrimp Producers Meet

Members of the Gulf Coast Shrimp Producers Association met last month, with president Jack J. Johanson conducting the meetings. More than one hundred members present voted unanimously to raise union dues to 35¢ per barrel per boat, and members were instructed to ask their employers to withhold that amount from earnings.

In discussing the 1954 Shrimp Festival and Blessing of the Fleet, the shrimp fishermen went on record as favoring full participation in the event with certain recommendations or stipulations.

Identification of Oil Well Structures

A recent Notice to Mariners issued by the Commander of the Eighth District U. S. Coast Guard, included the following note of interest to fishermen:

"Information concerning the establishment, change or discontinuance of oil well structures, including appurtenances thereto, such as mooring piles, anchor and mooring buoys, etc., is not published in local Notices to Mariners when they are located in obstruction areas shown in magenta on the latest issues of the 1200 series C&GS nautical charts.

"In general, oil well structures in the Gulf of Mexico can be identified at night by the display of a series of white lights extending from the platform to the top of the derrick when drilling operations are in progress, and at other times by the display of one or more fixed or quick-flashing white lights, visible for 2 to 5 nautical miles on a clear night. In addition, the structures are equipped with fog signals (bell, siren, whistle or horn). When operating, bells sound one stroke every 15 seconds while sirens, whistles or horns sound a single 2-second blast every 20 seconds.

"Those structures located in inshore waters of the Gulf Coast are lighted by one or more quick-flashing red lights visible at least one nautical mile on a clear night.

"Information concerning seismographic operations is likewise, not published in local Notices to Mariners unless such operations will create a menace in waters used by general navigation. Where seismographic operations are being conducted, casings (pipes), buoys, stakes, detectors, etc., are installed. Stakes are marked with flags, and pipes are marked with flags by day and fixed red lights by night.

"Due to the continuing program of establishing, changing and discontinuing oil well structures, special caution should be exercised when navigating the inshore and offshore waters of the Gulf of Mexico in order to avoid collision with any of the structures."

Danger Zone off Cameron

The U. S. Coast Guard in a Notice to Mariners dated January 18 warns vessel operators of the danger zone in the Gulf of Mexico off Cameron, Louisiana as follows:

"Lighted bell buoys A, C, DD and I mark the corners of danger zone described below: beginning at latitude 29° 10' N., longitude 94° 00' W., and extending easterly to latitude 29° 05' 20' N., longitude 92° 46' 20' W.; thence southeasterly to latitude 29° 03' 48' N., longitude 92° 45' W.; thence due south to latitude 28° 45' 10' N., longitude 93° 45' W.; thence westerly to latitude 28° 50' N., longitude 93° 50' W.; thence

northwesterly to latitude 28° 55' N., longitude 94° 00' W.; thence due north to point of beginning.

This area was established and is covered by regulations contained in Title 33, Code of Federal Regulations, Section 204.158. The regulations are quoted in part as follows:

"(2) During the hours between sunrise and sunset no vessel shall enter, remain in, or pass through the restricted area.

"(3) Between the hours of sunset and sunrise, no air-to-air gunnery practice will be conducted and vessels may enter, remain in, or pass through the restricted area.

"(4) All vessels within the restricted area shall evacuate the restricted area prior to sunrise."

Reports indicate that numerous vessels have been moving through this area between sunrise and sunset. Since the U. S. Air Force has advised that operations will be intensified over this area during the coming weeks, mariners again are warned that their presence in the area during the period from sunrise to sunset will subject them and their vessels to extreme danger.

Shrimp Landings Higher

Shrimp production credited to the Morgan City, Berwick, Patterson and Delcambre area amounted to approximately 27,886 barrels for the first 11 months of 1953, more than a 1,000-barrel increase over total production in this area in 1952.

Production of both salt and fresh water fish was better in 1953 than the previous year in Louisiana. The Morgan City-Berwick area is credited with producing 1,503,090 lbs. of fresh water fish alone the first 11 months of 1953, thereby exceeding the total production of 1952 which amounted to approximately 1,296,460 lbs.

Florida Sponge Industry Shows Marked Improvement

Although scientists of the Marine Laboratory of the University of Miami last year estimated that it would be seven or eight years before the blighted sponge fields would again be workable commercially, the largest sponge catches that have been seen in years are being landed at Tarpon Springs. The consequent activity among local sponge interests is reminiscent of the days when Tarpon Springs was doing a business in sponges running into the millions of dollars.

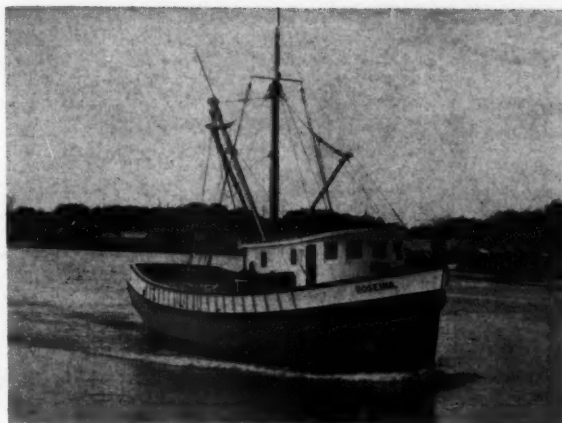
When sponging became unprofitable because of damage to beds by a mysterious blight in 1939, many of the sturdy boats—usually about 40 ft. long with a beam of 14 ft.—were sold to commercial fishing houses and used for catching grouper and snapper in the Gulf.

Now the tide has apparently turned and there is activity reported in local shipyards and marine supply houses. The long-inactive Sponge Exchange is showing signs of life and wholesale buyers are exhibiting interest. Altogether it looks like a better year for the sponge industry.

Get Funds to Study Red Tide

An additional \$25,000 was made available by the Florida State Cabinet Jan. 26 for the fight against red tide, the microscopic plant organism in sea water that has killed millions of pounds of fish along the state's southwest coast. The new grant of state funds was given to the University of Miami Marine Laboratory to expand its research into the red tide.

Although the laboratory already has done work on the red tide, Director F. G. Walton Smith said additional funds were needed to make the research effective. The study at the University of Miami is aimed at accurately forecasting the time and place of red tide outbreaks so the areas can be chemically treated before the organism can take its toll of fish. Funds made available for the red tide research accrued to the state from sale of oyster shells dredged by private firms under leases.



The 68' shrimp trawler "Roseina", owned by Joe Sequeira of St. Augustine, Fla. The craft has a 120 hp. D13000 Caterpillar Diesel.

The University of Florida has been granted \$17,556 to study the red tide. Dean Joseph Weil, head of the University's industrial experiment station, said biologists at Gainesville were interested in seeking a new method of killing the microscopic plant organism which is responsible for the red tide. He said it is possible an electronics method of killing the organism can be worked out.

The Fish & Wildlife Service is going to re-establish a laboratory at Sarasota or Fort Myers because of the current plague, which is the worst in the recent history of Florida and has lasted longer than any previous outbreak.

The Sarasota and Bradenton areas were victims of a severe attack of the red tide in mid-December. Patches of the bloom were evident in the area for over two weeks, with the intensive bloom lasting about eight days. The usual high mortality of fish occurred, predominated by mullet.

Over the New Year holiday an outbreak of red tide occurred from Marco to Naples. Again mullet predominated in the kill. There was an indeterminate number of fish killed, although biologists from the Marine Laboratory described the mortality as tremendous.

Early in January the red tide is reported to have broken out again in the Bradenton area. From initial reports, it is assumed that fish mortality was very great.

Describes Importance of Fishing

Don Benzie of the State Board of Conservation, speaking in Leesburg last month, stated that new ideas and new methods are the main factors which have improved the commercial fishing industry. This business now contributes 200 million dollars to the income of the State.

The education division agent said 70% of all the shrimp boats in the world are built in Florida and most of them in the St. Augustine area. Salaries paid to shrimp fishermen in Key West and Monroe County amount to about \$2,000,000 in a year.

Knorr Handling Nordberg Diesel Line

J. Frank Knorr Inc., Miami, and its affiliate J. Frank Knorr of Tampa, Inc., has been made distributor for Nordberg type 4FS, 10 to 45 hp. Diesel engines in Southern and Central Florida. Established in 1928, the firm has just completed a program of plant expansion at its Miami location on the Miami River at Seybold Canal. Storage warehouse space is available for stocking several carloads of engines and equipment, and an up-to-date repair and service shop is maintained.

Active management in Miami is under the direction of Arthur C. Knorr, now president of that Corporation. Frank Knorr, Jr. is president and general manager at Tampa. Other products handled by the firm include Snow-Nabstedt marine gears, Enterprise Diesels, and Chrysler marine engines.



The "Dawn", 47' shrimper owned by Henry Woodgett of Cameron, La., and powered with a 110 hp. General Motors Diesel with 3:1 Twin Disc reduction gear. She also is equipped with Columbian rope, Linen Thread Co. Gold Medal nets, Stroudsburg hoist, Wickwire wire rope and Hyde propeller. The craft is finished with Pettit paint, and uses Esso lubricating and fuel oil.

Texas Shrimp Production Continues to Increase

Texas shrimp production was higher at the end of the first 10 months of 1953 than in the same period a year before. For the first five months, weather was a big factor with landings at the end of this period being 25,000 barrels below the like period of 1952.

The Texas coast production was particularly heavy in August, September, October and early November. The mid-coast section of the Texas coast was a very heavy producer in these months. Reports through October indicate that the first 10 months of 1953 show Texas landings to be 230,451 barrels, compared with 220,532 for the like period in 1952. Total Gulf landings for the period were 499,131 barrels and 478,949 in 1952.

During the 30-day period beginning December 25 a total of 16,747 barrels were landed, with 12,988 barrels going to the Brownsville-Port Isabel area; 3,315 barrels to Aransas Pass-Corpus Christi area and the remainder to the Galveston-Port Lavaca area.

Edible finfish were plentiful with 165,478 lbs. being reported. Black drum and spotted trout led the list among bay fish.

Oyster production set a new mark for Texas for many years, with 4,670 barrels reported in this 30-day period, although landings were incomplete.

Fishermen to Benefit from Dredging

At a meeting held January 23, the Texas Game & Fish Commission voted to take another chance at dredging passes to relieve super-salinity of bay waters. The last attempt was an unsuccessful effort to dredge a pass across Padre Island to join waters of the Gulf and Laguna Madre.

Two locations for the new venture were investigated at Cedar Bayou and at Bolivar Pass across Bolivar peninsula above Galveston. The Bolivar location was approved along with a proposed expenditure of about \$125,000 for dredging and other development.

Henry LaBlanc from Port Arthur, a member of the Commission, sponsored the new pass after sports fishermen of the area endorsed the idea and presented the right-of-way to the State Board. When completed, the pass will be of benefit to commercial as well as sports fishermen. It will allow waters from the Gulf to enter Galveston Bay and will provide a passageway for Gulf fish to enter the natural spawning and rearing grounds of the shallow inland waters.

Shrimp Association Holds Annual Meeting

The Texas Shrimp Association held its annual meeting in Corpus Christi on January 12. Officers elected for the year were Morgan Daniel of Port Lavaca, president; J. R. Clegg, Brownsville, vice-president; Sydney Herndon, Corpus Christi, secretary; and John Faubion, Port Lavaca, treasurer.

Jackson Marine Service Building Trawlers

The Jackson Marine Service, Inc. of Rockport, which was organized in 1949 for the purpose of providing boat maintenance and repairs, icing and refueling, net and mechanical repairs, has stepped out into the field of trawler building from the keel up.

The boat division expects to build about 12 trawlers a year with 30 regular employees in the beginning. Wooden hull trawlers from 65 to 70 ft. will be their specialty.

The Jacksons have already built two of the trawlers in their fleet and two others are under construction at present. The firm is run entirely by the Jackson family—S. F. Jackson, Sr. and his two sons Norvell and James.

Shrimp Boat Running Light Regulation

It has been pointed out recently that some of the shrimp trawlers operating from the Texas Coast are not in compliance with the Coast Guard regulations governing running lights. This is said to be particularly true of Florida boats running out of Texas ports. The trawlers operating in Gulf waters come under international rules, and the following is the regulation which governs vessel lighting:

"Vessels engaged in trawling . . . shall carry on or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than 20', and if the breadth of the vessel exceeds 20', then at a height above the hull not less than such breadth, so, however, that the light need not be carried at a greater height above the hull than 40', a tri-colored lantern so constructed and fixed to show a white light from right ahead to two points on each bow, and a green light and a red light over an arc of the horizon from two points on each bow to two points abaft the beam on the starboard and port sides respectively; and not less than six nor more than 12' below the tri-colored lantern a white light in a lantern, so constructed as to show a clear, uniform, and unbroken light all around the horizon."

Shrimp Trawler Lost

The 83-ft. trawler *Courage* was lost near the Mexican coast 150 miles south of Brownsville about December 20, according to two survivors who made their way back to Brownsville. They were Capt. J. F. Thompson of Brownsville and Sylvester Gomez of Ohio.

The *Courage*, loaded with shrimp and freezing equipment, was caught in a storm, rolled over by the rough seas and sunk. The survivors swam half a mile to the Mexican shore, but three other crewmen failed to make the beach and were presumed drowned. The *Courage* was owned by Dan Thomas of Brownsville.

New Regulations for Underwater Explosives

New regulations governing seismic explorations for oil in the Gulf of Mexico and the bays have been issued by the Texas Land Commissioner's office. These are expected to benefit shrimping interests.

Regulations pertain principally to the use of explosives. Canned explosives will not be permitted. Only water soluble packaged dynamite will be used.

Other regulations require that pipes used in casing holes for shots must be retrieved immediately after each charge is fired. A new requirement calls for two inflated floats on each shot; this is to eliminate craters formed on the bottom when shots suspended by one float fail to fire as intended, sink and have to be exploded on the bottom.

Gloucester Whiting and Trash Fish Yields Heavy Last Year

The year 1953 saw 179,094,800 lbs. of fish come into Gloucester, including both food and trash species. Food fish landings amounted to 150,333,300 lbs. in 5853 trips, which was 17.4 per cent less than in the previous year.

Ocean perch totals were 28.5 per cent off from 1952. But whiting totals were 89.1 per cent more and mackerel showed a 51.2 per cent hike over the year before. The total of trash fish was the largest ever in Gloucester, amounting to 28,761,500 lbs.

The costly dragger tie-ups in 1953, one in the Spring and the other in the Fall, are estimated to have caused the loss of at least 30,000,000 lbs. of fish. This was the difference between the 1953 and the 1952 food fish production.

The year 1953 saw the popular fish sticks emerge into a recognized place in the nation's markets. As a food staple, they augur well to go to the top among fish items, and even vie most favorably with many meat dishes.

Five Gloucester firms were turning fish sticks out at capacity as the year came to a close, and several firms were making room for increased production or preparing for installation of added equipment to handle more sticks per day.

Gordon Moore of the Cape Ann Fisheries said his firm has been getting out from 1500 to 2000 lbs. of sticks per day, but they are now making plans whereby they can get out from 15,000 to 20,000 lbs. of sticks per day by Spring.

The year 1953 saw the opening of the new Tri-Cove Freezer Corp., built by Harbor Cove and Trident Fisheries.

Hayes Re-elected Port Agent

The Gloucester branch of the Atlantic Fishermen's Union re-elected Alphonsus F. Hayes as its port agent, and George H. Hodgdon as delegate, for 1954. Mr. Hayes is beginning his 11th term, while Mr. Hodgdon is on his eighth term.

Bill Would Change Control Over Clam Flats

Commercial clammers are much opposed to House Bill No. 737, which would throw open all clam and sea worm flats along the Massachusetts coast to all residents of the Bay State and thus undermine home rule. The bill was to be given a public hearing February 3 before the joint committee on conservation.

Essex and Gloucester officialdom will join with commercial clammers to protest the bill. George W. Gleason,



Leon D. Lothrop (center), new bonded weigher at Gloucester, Mass., shown on duty. Interested spectators are Robert L. Miller (left) of North Atlantic Fish Co.; and James A. Bordinaro of Empire Fish Co.

a leading spokesman for Gloucester clammers, declared: "I believe that the present set-up of city control over the flats is the most effective and the only way to handle the situation. When the control is within the city's boundaries, then we are able to organize important conservation policies. We can prevent the wholesale destructive raiding of the clam flats."

The Gloucester spokesmen estimated that the sea worm industry in Gloucester during a good season approached \$50,000 in value to the diggers. About 25 men are engaged in the digging at the height of the season.

There have been as many as 100 commercial clam diggers in Gloucester in the best years and as low as 20 in other years. It was estimated that recently, the Gloucester clam business has amounted to some \$40,000.

Henderson & Johnson Paint Plant Burns

The Henderson & Johnson Paint Co. plant in Gloucester was gutted by fire on January 27, with the building believed to be a total loss. James N. Abbott, manager of the company, said that the retail phase of the business would be continued without any major interruption from a small wood building adjoining the main plant. Abbott was doubtful whether or not he would be able to resume manufacturing soon.

The firm was founded in 1900 by Walter Henderson and Louis Johnson. Abbott has been managing the plant since 1947.

Alabama to Continue Experimental Rough Fish Netting Operations

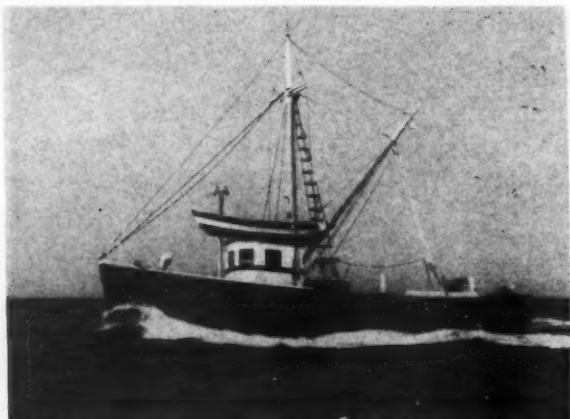
Experimental netting of fish in fresh tidal waters of Mobile and Baldwin Counties will be continued to find out if commercial net fishing can be allowed without harming game fish.

Conservation Director Earl M. McGowin said personnel of both the game and fish division and the seafoods division of the Department of Conservation will participate in the netting experiments under supervision of fisheries biologist I. B. Byrd. Byrd believes these tests should be continued for about two months longer and possibly be resumed again next Fall for a short time.

The Legislature at its recent session passed a law authorizing the director of conservation to issue regulations permitting netting of rough fish in navigable streams and impounded waters in Alabama where such operations can be carried out without detriment to the game fish population. McGowin stated that he wants to be certain that any regulations issued are based upon sound data. He believes that only through research can a proper course for future legislation be obtained.



The 50' shrimp boat "Ann Bryan", owned by Euclid W. Lewis of Brunswick, Ga., and skippered by Capt. Clarence Daniels. She is finished with Pettit paint, and is equipped with 165 hp. General Motors Diesel, 38 x 28 Columbian propeller, Stroudsburg hoist and Bendix depth sounder. RPM: lubricating oil, Gulf fuel oil and Plymouth cordage are used.



The 55' dragger "Tip Top", owned by George B. Gross of Wakefield, R. I. She has a capacity of 50,000 lbs., and is powered by a 120 hp. Caterpillar D13000 Diesel with 2:1 Twin Disc reduction gear and Hyde propeller. The craft uses Socony fuel oil and is equipped with Surrette batteries, Whitlock cordage, Hathaway winch, American Tiger Brand wire rope, Linen Thread Co. Gold Medal nets, Danforth anchor, Apelco radiotelephone, Kaar direction finder and Raytheon Fathometer.

North Carolina Defers Action On Shrimping Regulations

Action on proposals designed to prevent out-of-state shrimpers from moving in on North Carolina's increasingly productive shrimping grounds was deferred by the commercial fisheries committee of the State Board of Conservation and Development at a meeting on January 19. The issue is scheduled to be brought up again when the board meets in Wilmington March 25-27.

A subcommittee proposal, drafted by State Attorney General Harry McMullan, would have put a ceiling on the number of shrimp trawlers licensed each year, with those operated the previous year receiving preference.

The regulation suggested by the subcommittee did not specify the number of shrimpers to be licensed each season, but would have left it to the committee to fill in the number. However, the group was said to be thinking in terms of about 1,200. There were 1,098 licensed trawlers last year.

North Carolina shrimpers have expressed concern that the State's shrimping grounds might attract many shrimp boats from other States, as far away as New England, now that the grounds have been developed into a paying proposition. Last year, the catch approximated 5,514,000 lbs. and shrimpers realized some \$2,000,000 from the haul.

Postponement of further consideration of proposed shrimping rules until the March meeting was approved by the full Conservation and Development Board, which also adopted several recommendations of the commercial fisheries committee for changes in fishing regulations. They included the reclosing of Shell Bay to oystering so the State oyster bed there can be replanted; and a regulation prohibiting fixed nets in inlets, the inland waterways or the middle third of sounds and rivers.

Scallop Season Extended

Due to bad fishing weather and the abundance of scallops, scallop fishing was reopened on a five-day-a-week basis January 18. Scalloping will be permitted Mondays through Fridays, daytime only, until further notice.

Makes Production Report

C. G. Holland, assistant fisheries commissioner, reported last month at the mid-winter meeting of the Board of

Conservation and Development on the State's fisheries operations during the latter half of 1953.

For the first time a fisheries commission's six-month report contained figures on "menhaden solubles", which is a product manufactured from the water pressed from the menhaden during the oil extraction process. Pounds of menhaden solubles produced in the State last year amounted to 2,532,000.

For the last half of 1953, production of shrimp, scallops and menhaden exceeded production for the last half of 1952. Production in other fisheries fell off.

The scallop production was far greater than that of any year lately—amounting to 4,850 gallons as compared with 595 gallons in 1952.

Urged to Avoid Target Areas

Fishermen, oystermen and other small boat operators were requested last month to steer their craft clear of marine practice-bombing areas. Day and night bombing, rocket firing and strafing is being carried out in six areas off the East Carolina coast. Although the regions will be patrolled before operations commence and vessels in danger "buzzed" as a warning, it was emphasized that small boats cannot always be spotted, especially when moored or anchored in swamp grass.

Post offices at Atlantic, Morehead City, Beaufort, Oriental, Vandemere and Hobucken posted public notices of the areas to be avoided.

Menhaden Catch Shows Gain

In spite of stormy weather, Carteret County fish meal plants processed over 72,700,000 menhaden in December compared with 44,500,000 fish in November and 59,700,000 fish in December, 1952. The schools of menhaden from which the December catches were taken were in the area off Ocracoke.

During November and December, 1953, the total menhaden catch of the Beaufort-Morehead City area amounted to 117,200,000 fish, compared to 107,400,000 fish in 1952. Last year the season ended in December, but this season all five plants continued operations into January.

Rhode Island Official Wants Quahaugs Moved to Clean Areas

John L. Rego, state director of agriculture and conservation, last month went out on the Providence River to see for himself the quantity of quahaugs that can be taken from polluted waters. He came away convinced that the General Assembly must adopt legislation during the current session to make it possible for the State to transplant to clean waters these thousands of bushels of shellfish.

Quahaugs in the area worked by the boat he was aboard were so thick that five bushels were harvested in one minute. Rego said he would consult soon with his newly-named fish and game advisory committee to attempt to work out legislation to provide for transplanting, and that additionally he is making plans to call together dredgers, hand tongs and dealers to explain his department's overall conservation and enforcement policy.

He believes the State could handle the matter in one of two ways—either the State might pay shellfishermen a nominal amount to dig them out of polluted areas for transplanting, or the State itself might dredge them for later harvesting.

It also has been suggested that some shellfishermen might lease clean areas and in turn pay others to transplant the quahaugs. In that event, he said, the State would charge a small per bushel fee for policing the transplanting.

"Champion II" Repowered

The 65' tug *Champion II* owned by Newport Oil Co. of Newport, R. I. has been repowered with a 190 hp. Murphy Diesel with 3:1 Snow-Nabstedt reduction gear.



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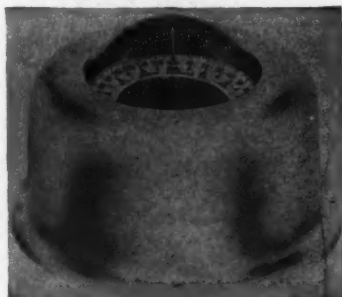
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The "Patty-Gale", one of two identical 34' box stern workboats built by Cecil M. Ford of Upper Fairmount, Md. Her twin is operated commercially by Stanley Walston of Upper Fairmount. Both craft are powered with 2:1 reduction geared 115 hp., 6-cylinder Osco-Ford "Marined" engines, and have a speed of better than 16 knots.

Virginia Bill Would Limit Use of Patent Tongs

An emergency bill empowering the Commission of Fisheries to limit the use of patent tongs for taking shellfish from any waters under State jurisdiction was one of the early pieces of legislation offered in the House last month as the 1954 session of the General Assembly got underway. The measure would outlaw the use of patent tongs generally throughout the State except during October, November and December.

An exception was provided for the western waters of the Chesapeake Bay between Smith's Point and Wolf Trap Lighthouse, where patent tonging would be allowed in January and February as well.

The bill would prohibit patent tonging at any time in the James, Nansemond, East and Piankatank Rivers except in the channel of the James, in waters 20 ft. deep or more, between Newport News Point and the upper end of the Newport News Shipbuilding and Dry Dock Co. plant.

On the Rappahannock River, patent tonging would not be permitted at any time above a line from Towles Point on the north side of the river, to Burhan's Wharf, on the south side.

Oyster Educational Material Released

A series of educational material on oysters has been released by the Virginia Fisheries Laboratory. The stories have been widely circulated and used by the State. Television shows also have been presented.

Making Crab Pots

Crab-pot making is Tangier's newest industry. It employs many men and women and, according to an estimate, they will make some 30,000 pots for Spring, Summer and Fall fishing.

Preparing for Pound Fishing

Two Tangier pound fishermen, Capt. Smith Parks and Capt. Wyatt Pruitt, have been busy recently tarring their nets and getting poles skinned and sharpened in preparation for the pound fishing season. They will fish for shad and herring.

Oyster Legislation Discussed

A study of important legislation which it hopes to see enacted by the General Assembly took place at a meeting of the Mathews Seafood Protective Assoc. on January 21. Extension of the patent tonging season in the area from three months to five was discussed by the group.

The Association also will continue its fight against further leasing of public oyster grounds to private parties.

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and plans to present measures to the General Assembly prohibiting leasing of what are now public oyster grounds to private parties.

Crab Dredging Improves

Dredging for hard crabs during January got better. On the average, dredgers were not catching any more crabs than they did the previous month, but they were getting more for them. The price increased from \$3.00 a barrel in the Crisfield and Cape Charles markets at the first of January to \$6.00 by the end of the month.

Excellent Season for Menhaden Processors

Menhaden processors in Virginia have had their best season in years. In the meantime, operators are showing interest in ways and means to reduce labor costs, and even are investigating electrical fishing.

Would Broaden Commission's Oyster Powers

A bill introduced in the Virginia Legislature Jan. 22 would increase the power of the State Commission of Fisheries in controlling the renting of oyster beds. The measure was offered by Delegate John W. Cooke of Mathews, who said the Commission now has power to refuse an application to rent certain areas in Chesapeake Bay. He revealed that his bill would give the Commission the same power for inland waters.

Hampton Roads Area Landings

Fishermen in the Hampton Roads area landed 2,532,900 lbs. of finfish during the month of January, which was over a million pounds more than in December. However, production this January was approximately a million pounds less than in the same month of last year.

Over half of the January yield was scup, with landings of this variety having totalled 1,396,600 lbs. Next in volume of catch was butterfish, at 317,300 lbs.

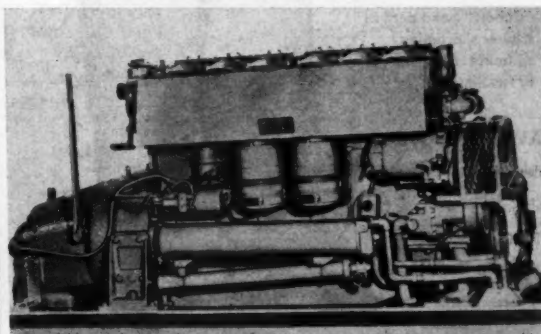
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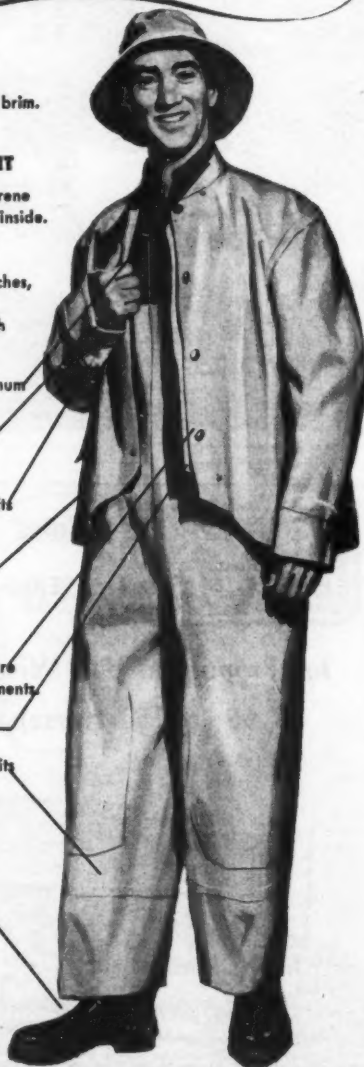
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New York Starts Three-Year Study of Striped Bass

To help maintain the best possible sport and commercial fishing for striped bass along the east coast, seven states including New York have entered into a cooperative research program, according to Prof. Edward C. Raney of the Cornell Conservation Department. The program is under the direction of the Fish & Wildlife Service.

The fisheries services of New York, Massachusetts, Connecticut, New Jersey, Maryland, South Carolina and Florida, some with Federal assistance from Dingle-Johnson funds, will coordinate research and pool data on the striped bass, most important sport and commercial fish in many of these states.

In New York, a three-year program conducted by the State Conservation Department will be centered in the Hudson River and on Long Island. On Long Island, studies will be made of the numbers of stripers removed by sport and commercial fishing, and of local movements of the fish. In the Hudson, sport fishery statistics will be taken and an evaluation made of the Hudson as a spawning and wintering area.

Proper Trim for Fishing Boats

(Continued from page 13)

trol trim, and the dangers when reasonable control is lost.

Reference to stereotyped, or so-called standard arrangements of vessels, in no sense implies that they are not or cannot be considered suitable at times. The implication is that there is too much tendency to hold to these layouts regardless of the consequences.

It is difficult to prevail upon an owner or captain to split up, relocate, or otherwise depart from the regular position of fuel and water tanks in order to ease the change of trim problem. The location of living quarters is perhaps the most inflexible feature and perhaps rightly so, inasmuch as their position in the fore part of the vessel utilizes the rapidly changing space form to the best advantage.

The author would suggest the fitting of a small trimming fish hold, separate from the main hold, if it is absolutely required. There will be considerable resistance to this on the part of the operator but, in his judgment, the importance of it when needed under trying sea conditions will more than offset the criticism levelled at the start.

It is also felt that now is the time to depart from the hide bound ideas of fuel and water locations. These are spread about in the larger steel trawlers with success. Why not do the same or similar thing in the smaller craft, particularly in the wooden vessels which predominate the fishing industry? Such a procedure would permit a very close control of the trim by the engineer at all times, and provided the pay load was properly located in the beginning, it would make little or no difference in trim whether the vessel was in light condition or in full load. In other words, the pay cargo should come as near as possible to putting the vessel down on even keel at all times.

Responsibility for Design and Outfitting

The old adage that "no fishing vessel is any better than its skipper" is generally true, for there have been many cases of good skippers in inferior boats getting better results than poorer skippers in superior vessels. Due consideration should at all times be given to the captain in matters of rigging, deck and trawl gear, but it is dangerous to permit placing too much credence in his knowledge of other elements of the vessel, which could possibly result in upsetting performance and balance. Such reliance on the captain rather than the architect or builder in these matters is an invitation to disturbance in trim performance, and other aspects of the vessel as a whole. This comment is made with all due regard for the ability

of the average fishing skipper, and is intended to convey the thought that the risk, if taken, can often become cause for regrets.

Architects are not infallible; builders are usually careful and feel they have a reputation to sustain. For the most part, however, both are careful and give due attention to the weight and moment of trim calculation, as well as see the picture of the vessel as a whole. Loss of effective control, divided responsibility can only end up in dissatisfaction.

One should work closely and early with the operating and port captains, the engineer, engine manufacturer, and fishing gear maker. Their ideas should be solicited and the difficulties which always exist in the development of a unit as closely knit as a small trawler should be pointed out. Here the individual whose responsibility it is to create a vessel that is to be as good in all points as possible, must insist on full control after due study, and he must have the full backing of the owner in all final decisions.

Tendency to Over-Ballast

Over-ballasting is a sore subject. In the days when sail was the only means of propelling fishing vessels, removable ballast in considerable quantity to suit summer or winter fishing, was put in to effect proper stability. Despite the fact that many present day vessel operators have had no immediate experience with fishing vessels of the sail type, tradition impels them to over-ballast against good advice. The ballast is often put in wherever easy room is found for it, rather and more often than not, is additional cause for adding to disturbance of trim.

The combination of all aforementioned causes invariably leads to a heavy fore and aft trim disturbance, ranging from as much as 5% of the load waterline length in the larger vessels, up to 7% in the smaller craft. With the exception of those few vessels which operate in Atlantic waters, having the so-called mast head type rig, with the fish hold located aft of the engineroom, the resulting trim disturbance is forward. A heavy trim by the head when loaded is conceded by all to be bad, particularly in winter weather when chances of icing up on deck are prevalent.

The ill effects on comfort in a sea way, steering ability, excessive wetness on deck, increased sluggishness and lack of buoyant lift increase at all times directly in proportion to the amount of trim change. In an effort to counteract this, many boat owners deliberately ballast their vessels and send them to sea badly out of trim in anticipation of straightening them up to even keel when loaded. Such a procedure is a negative attempt only at curing the ills, and seldom produces anything beyond normal trim with one half to two thirds of a pay load.

While it is conceded that a stern trim is to be preferred, if there has to be such a thing, nevertheless, it still remains axiomatic that any ship, regardless of size, type or otherwise, gives its best all around performance when it sits and runs on its designed waterline or on a waterline closely parallel.

South Carolina Bill Provides for Committee to Study Fishing Laws

Representative Ben S. Carter of Beaufort introduced in the General Assembly last month a measure which would affect South Carolina's coastal counties. He proposed the appointment of a seven-member committee to study the state's commercial fishing laws. His proposal got immediate consideration by the Wildlife Resources Commission which had previously recommended such a study. Mr. Carter would have the committee made up of two House members appointed by Speaker Sol Blatt; two Senate members appointed by Lt. Gov. George B. Timmerman, Jr.; one appointee of Gov. James F. Byrnes; the chairman of the Advisory Board on Commercial Fisheries; and the director of the Bears Bluff Marine Laboratory, G. Robert Lunz, Jr.

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Marine Radio Telephones in 29 years!



Hudson American's
New "CRUSADER"



- 7 versatile models for small, medium, large-size craft.
- Your choice of 4, 5, 6, 7 channel sets—four with a standard broadcast band.
- Your choice of power ratings—10, 12, 25, 50, 80, 100 watts output.
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Think of all the conveniences—all the fun you can have with one of Hudson American's great new Marine Radio Telephones! Keep in touch with home and office . . . Chat at leisure with friends on shore, aboard other boats . . . Enjoy your favorite radio programs. Feel safer, *actually be safer*—bring the Coast Guard quickly to your side in an emergency.

See your local dealer today. Ask him to show you these remarkable Marine Radio Telephones—Hudson American's finest in 29 years! Compare them with any others you have seen. Know before you buy why you owe it to yourself and to your boat to choose a Hudson American Marine Radio Telephone!

New PRIVATEER III, 4 channels, 10 watts
New CRUSADER, 6 channels, 25 watts
MASTER MARINER, 6 channels, 80 watts
CORSAIR II, 4 channels, 12 watts
New MARINER III, 7 channels, 50 watts
VIKING I, 6 channels, 50 watts
VIKING II, 6 channels, 100 watts

New BUCCANEER II, Marine Radio Receiver. Broadcast band, crystal-controlled, permanently tuned channel for standby.

Write for complete information



Cape Cod Bay Scallops Are Plentiful and of Good Quality

Francis W. Sargent of Orleans, director of Marine Fisheries, last month urged consumers to take advantage of the Massachusetts bay scallop season. He said the early Winter's open weather caused the supply to be plentiful, the price moderate and the quality at its peak.

The established date for the opening of the bay scallop season is October 1, but many communities postponed harvesting until November or December, giving an additional period of time for growth. The quality of the cold water scallops of late Fall is considered superior to

the earlier crop because the "eyes" are uniformly firmer.

Falmouth Shellfish Yield

A combination of nature and strict conservation practices resulted in a \$100,000 increase in the value of shellfish taken from Falmouth waters last year. Arthur W. Corey, shellfish warden, reported that the commercial value of the 1953 harvest was just over \$140,000, with \$67,823 earned from 9,758 gallons of scallops and \$72,608 from 15,652 bushels of quahogs. Family permits

brought the total figure to approximately \$175,000, compared to \$75,000 the previous year.

About two years ago, Corey and Charles Wheeler of Falmouth, biologist with the Division of Marine Fisheries of the State Department of Conservation, instituted a five-year program of closing certain areas and reseeding them for the propagation of shellfish. This program is working out very well, according to Corey. He commented that men who have been commercial fishermen for the last 15 years report that they never have seen such thick beds of scallops.

Corey said it was his hope to raise the quahog crop to the point where it would return up to \$100,000 a year. Another project of particular interest to the shellfish warden is the rehabilitation of oyster beds in Falmouth waters, a task begun last year. Gathering about 600 bushels of scallop shells, Corey divided them into bushel baskets made of 1-inch mesh chicken wire and placed them overboard in June in West Falmouth Harbor and Silver Beach marshes.

Although the West Falmouth marshes were poor because of deep waters and vandalism, the Silver Beach marshes returned 250 bushels of seeded shells. Mr. Corey said he expects about 750 bushels of oysters to be harvested from this crop.

Dredging Projects Approved

Selectmen of Orleans and Eastham last month were notified by Sen. Edward C. Stone that approval was voted on January 15 for the dredging of the Eastham side of Rock Harbor and completion of the Orleans project.

Chatham Shellfish Catch

Harold E. Clafin, chairman of the Chatham shellfish committee and president of the Chatham Fishermen's Assoc., in a report to Chatham Selectmen last month stated that the 1953 production of shellfish for the area amounted to between 450,000 and 500,000 lbs., worth between \$250,000 and \$300,000. This great increase in production, he believes, is due mainly to the conservation measures which were followed.

A great amount of work was done during the year in destroying shellfish predators, principally whelks and crabs, and the committee has set an aim of promoting a year-round shellfish enemy control program.

On the committee are Mr. Clafin, Arthur B. Bloomer, Oren S. Eldridge, Roy Gurley, James H. Harding, Roger M. Nickerson and Charles Peters. The group believes that a survey of the scallop-producing areas and a redistribution of seed, if necessary, comprise an important factor in producing good yields. An experimental project is being carried on in an attempt to raise seed quahogs.

"Plymouth's
my line"

"... I have complete faith in the strength and dependability of Plymouth rope. That's why I chose a Plymouth anchor cable, among others, when outfitting my new freezer boat, the *Louanna*. Plymouth's my line..."

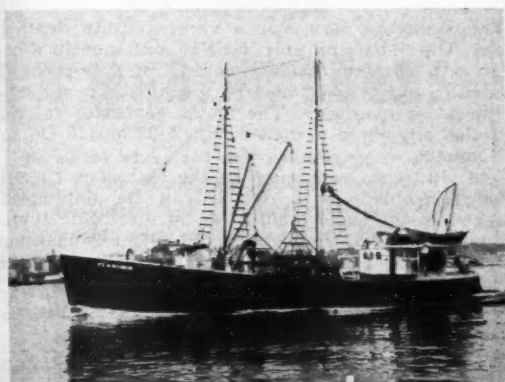
(signed) Charles Ludwig, Owner,
"Louanna", Miami, Florida

Whether you fish in the Atlantic, Gulf, Pacific, or Great Lakes,
there's a Plymouth rope engineered for your specific needs.

PLYMOUTH CORDAGE COMPANY
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MARINE WORKHORSE



"Service is the Heart of our Business"

For dependable power and smoother operation the FLAMINGO — out of Fairhaven — has a Cat D397 Marine Engine with 3.5:1 Falk reverse and reduction gear, turning a 60" dia., 50" pitch wheel.

Cat D397 engines feature:

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Services of a factory trained mechanic.
A complete line of genuine Cat Marine Parts.

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PERKINS-MILTON CO. INC.

Marine Division: 4 Water St., Fairhaven, Mass. Phone: New Bedford 6-0011

Main Office: 376 Dorchester Ave., Boston, Mass. Phone: South Boston 8-4660

New Bedford Fourth in Nation In Value of Fish Landed

The port of New Bedford was in fourth place in the nation in total value of fish landings in 1953. There were 75,303,796 lbs. of fish and scallops landed, with a total valuation of \$11,850,021, showing a decrease of \$1,286,533 as compared with the 1952 valuation.

The 1953 total valuation of the scallops was estimated at \$7,177,992, compared to \$7,208,366 the year before. However, 16,309,597 lbs. of scallops were landed in New Bedford last year whereas 12,109,587 lbs. were landed in 1952. The 1953 fish valuation was estimated at \$4,672,029 compared to \$5,928,188 in 1952. Total of fish landed in 1953 was estimated at 58,994,199 lbs. whereas 63,067,871 lbs. were brought in in 1952.

Renamed President of Association

Capt. John G. Murley has been renamed president of the Seafood Producers Assoc., Inc. Other officers include Leif Jacobsen, vice-president; Rudolph Matland, treasurer and John A. Murley, secretary.

Directors for scallop boats are John Bendiksen, Josef Isaksen, Leif Mikelsen, Shirley Mitchell, Isaac Norton and Ben Rasmussen. Directors for the large draggers are Olaf Anderson, John J. Gobell, Mr. Jacobsen, Samuel Mortensen, Herman Saunders and Michael Smith.

Matthew Bendiksen, Edward Lemberg, Mr. Matland, Ernest Murley, Louis Skinner and Warren Vincent were elected directors in the small dragger class.

Seeks to Establish Fish Fillet Plant

Philip J. Murphy of South Dartmouth has made application to the Fairhaven selectmen to establish a fish fillet-

ing plant on Mullins Wharf in Fairhaven. Mr. Murphy formerly operated the Dartmouth Fillet Co. in New Bedford.

More than 50 persons attended an open hearing called by the selectmen last month to express opinions for and against the proposal. Most of the opposition came from those residing in the immediate area of the freezer plant. The selectmen had gone on record as opposed to the processing of fish in Fairhaven before the hearing was called.

Dragger "Nantucket" Sinks

Two Fairhaven fishermen who abandoned the sinking dragger *Nantucket* off Cape Hatteras, N. C. on January 23, were brought ashore at Marcus Hook, Pa. with the third member of the crew, a Brooklyn man.

Martin Bakken and Hans Furhovden of Fairhaven, and Herman Hansen of Brooklyn were rescued by the tanker *Louisiana Sun* when the 83-ft. dragger *Nantucket* sank 30 miles off Cape Hatteras in heavy seas.

Capt. Bakken said he and his men were unable to salvage anything from the dragger. The vessel is owned by Gens Bakken of Brooklyn, brother of the skipper.

Coast Guard Vessels Prove Their Worth

Decrease in fishing tragedies during 1953 is largely attributed to the efficiency of two Coast Guard vessels based at the port of New Bedford. Disasters at sea in 1953 claimed the lives of five men and two vessels, as compared with the loss of 14 men and two vessels in 1952 and 12 men and two craft in 1951. In 1950 there were six vessels and 32 men lost.

"Theresa" Gets New Compass

A Wilfrid White 6" Constellation compass was recently installed on the dragger *Theresa* owned and skippered by Joseph Rego.

Equipment and Supply Trade News

New Edo Fishscope Gives Skipper Clear View of Fish Schools

A new electronic fish-finding device, which greatly magnifies the view of fish below, has been announced by the Edo Corporation of College Point, Long Island, N. Y. Already being used successfully, the new fish-finding device is known as the Edo Fishscope.

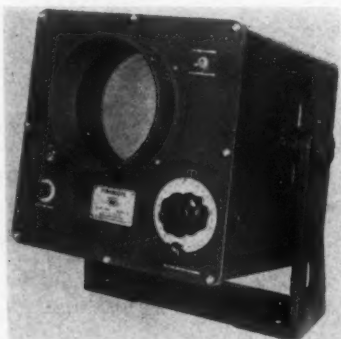
First installation of the Fishscope recently was made on the trawler *Surf* out of Rockland, Me. On her initial trial with the new Edo equipment, the *Surf* caught an exceptionally fine haul of 325,000 lbs. of redfish during a 13-day trip to the Grand Banks.

The new Fishscope employs the latest applications of electronics and sonar. The device consists basically of a unit which is mounted in the wheelhouse and which gives the captain an actual view on a television tube of the ocean bottom and other submerged objects. It has a range of 0 to 250 fathoms and, because of the relatively large size of the picture tube, readily picks up schools of fish below. Once such a school is spotted, the Fishscope magnifies that particular view 25 times, permitting in some cases actual identification of individual fish.

This magnification is accomplished by moving a selector switch to change the range from 0 to 250 fathoms to a 10-fathom sector. A large, vernier-controlled dial is turned to center the greatly enlarged view of the fish school in the face of the tube. The exact depth is then read off the dial.

Because of the magnification of fish schools on the Fishscope, a trawler captain can get a much clearer idea of the potential catch, and even can determine the type of fish found. The device tells him whether a set would be fruitless or profitable, and also gives him warning of obstacles or obstructions which might damage his nets.

The information comes from a single transducer mounted in the ship's hull which sends out a conical "beam" of sonic waves, whose width is 100' at 100 fathoms depth. Since the Edo transducer also receives these returning echo signals, a second receiver in the hull bottom is not necessary.



New Edo Fishscope.

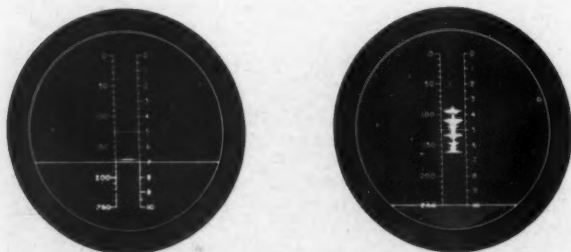


Diagram at left shows how school of fish appears at 170 fathoms just above ocean floor, while Edo Fishscope is set at search range of 0 to 250 fathoms. To get a clear, enlarged picture of the school, the Fishscope can be switched to show a 10-fathom sector, as at right.

The Fishscope serves as a very accurate depth indicator. The indicating unit itself is contained in a heavy-duty cast aluminum cabinet which is spray-proof. It is gimbal-mounted and may be installed on a pedestal, bulkhead or overhead. The motor generator set can be installed anywhere to convert 6, 12, 32 or 115 DC to 110 AC current.

The electronic equipment in the Fishscope consists of basic assembled units, which can be unplugged or plugged in the same manner as an electronic tube. By carrying spares of these units, virtually any malfunction can be quickly corrected at sea. Dimensions of the indicating unit are 15" wide, 14" high and 19" deep.

Pettit Paint Elects New President

The Pettit Paint Co. of Belleville, N. J. and San Leandro, Calif., manufacturers of marine paints, varnishes and specialties since 1861, has elected John A. Pettit as president. John W. Johnson, formerly president and treasurer, becomes vice-chairman of the board. The new president is the son of John L. Pettit, chairman of the board, founder and president from 1923 to 1947.

The Pettit Paint Co. distributes its products through 5,000 distributors, dealers and marine supply outlets from coast to coast.



John A. Pettit

Columbian Develops Plastic Wire Rope Center

A new all-plastic center for use as a core in wire rope has been developed by the Columbian Rope Co. of Auburn, N. Y., and is now being offered to wire rope manufacturers. The centers are extruded of a special Polyvinyl-chloride compound, and are formulated to meet extreme pressures due to high tension frequently placed on wire ropes. They retain their elasticity and resiliency over long periods of time, and maintain their flexibility under both high and low temperatures.

The plastic centers are not intended to supplant the fibre centers in general purpose wire ropes. Their principal application will be as centers in wire rope sand lines, baling lines, and cable tool drilling lines in the oil industry; in mine ropes where the fibre core is subject to acid contaminated mine water, and in the commercial fishing industry where sisal fibre cores may have a tendency to break down under conditions of continuous wetting and drying.

Bowers Batteries Have Been Improved

A new grid metal formulated by Bowers Battery and Spark Plug Co. and now used in all their marine batteries effectively resists corrosion, thereby adding up to 50% longer life to Bowers batteries. This longer life applies equally to a single 6-volt battery or a complete set of 110-volt batteries.

Research in lead oxides has resulted in the present high capacity active material which is extremely effective even at zero temperatures. In addition, this special active material permits increased capacity to be built into a more compact battery.

Bowers marine batteries are built in 6, 12, 32 and 120 volts, and in a range of size up to 1020 ampere hours.

ST. LOUIS, MISSOURI • CHICAGO, ILLINOIS • NEW ORLEANS, LOUISIANA • BALTIMORE, MARYLAND •

OSWALD MACHINE WORKS . . . offers complete parts

and service for

S-N MARINE GEARS

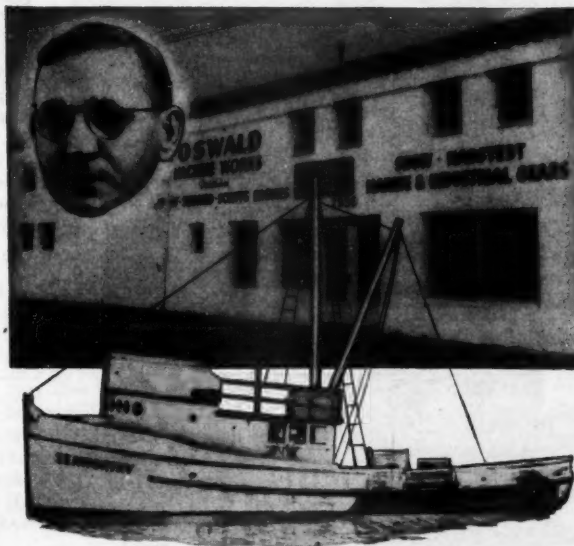
No matter where you may be, from the Atlantic to the Pacific, you'll usually find an established S-N distributor ready to provide dependable parts and service. They, like hundreds of fleet and boat owners recognize from first hand experience the reliability, outstanding performance and smooth power transmission of these world famous Snow-Nabstedt Marine Gears. Remember . . . for S-N parts, see your engine distributor first. If he cannot offer immediate service, contact your nearest S-N distributor.

ON THE FINEST MARINE ENGINES 4 TO 1000 H.P.

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FOR NEARLY HALF A CENTURY

THE SNOW-NABSTEDT GEAR CORP., HAMDEN, CONN.



• Charles Oswald, • Oswald Machine Works — 2936 Hyde Street, San Francisco, California • The "Sea Worthy" powered with Murphy Diesel Model ME-150, 150 H.P. S-N MARINE GEARS Model 3766, 3:1 ratio.

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NORFOLK, VIRGINIA • SEATTLE, WASHINGTON • VANCOUVER, BRITISH COLUMBIA

Changes in Detroit Diesel Field Personnel

Several changes in the field sales organization of the Detroit Diesel Engine Division of General Motors have been announced. Bart W. Patrick, formerly sales representative in the Division's northwest zone which includes the States of Oregon and Washington, has been moved to the New England zone in the same capacity. Leslie Southgate, who has been sales representative in New England, will assume a new assignment in the industrial sales department in Detroit.

New Aqua-Clear Crystal Kleener

To make it easy to remove sediment from the Aqua-Clear feeder, Sudbury Laboratory, South Sudbury, Mass., has developed Aqua-Clear Crystal Kleener. This not only cleans the feeder and crystals of all sludge and foreign matter, but revitalizes the crystals so that the Aqua-Clear feeder will continue to function 100%. According to the manufacturer, owners of Aqua-Clear feeders will find that at the end of each season it is to their advantage to remove the sediment that has collected in the feeder.

Sperry Gyroscope Has New Marine Division

Organization of a new Marine Division of the Sperry Gyroscope Co., to be located in a modern plant at Roosevelt Field, Long Island, N. Y., has been announced. John L. Hammond, formerly director of commercial sales, has been appointed as manager of the Marine Division and plant.

While decentralizing some of the critical output now concentrated at Sperry's main plant at Great Neck, the move also brings about more unified direction and control at Roosevelt Field, of presently widespread operations in marine engineering, research, development and product design, manufacturing and assembly, deep-sea

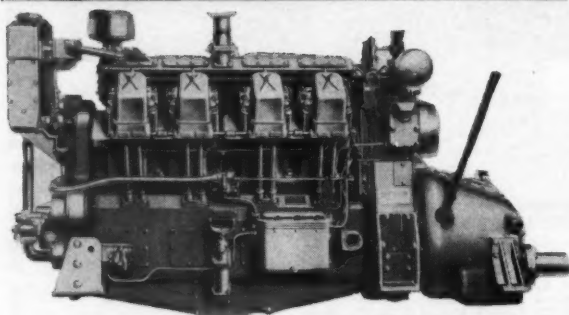
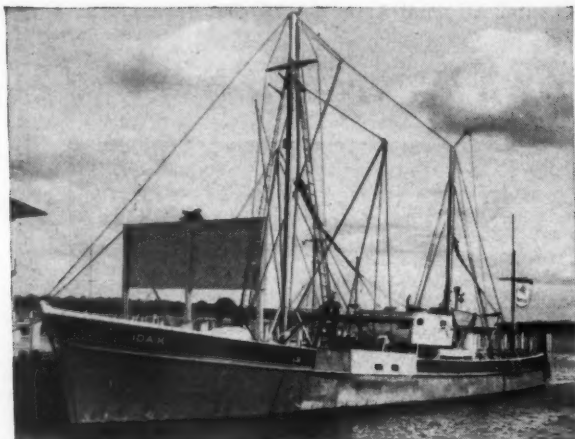
PFLUEGER HOOKS

- LONGER RUST RESISTANCE
- UNIFORMITY OF TEMPER
- UNION MADE IN U. S. A.

752 Different
Types and Sizes
Regularly Stocked

THE ENTERPRISE MFG. CO., AKRON 9, OHIO
89 years making fine fishing tackle

PFLUEGER A GREAT NAME IN TACKLE
(Pronounced "FLEW-GER")



THE IDA-K CONVERTS TO CAT AND 300 HORSES!

Below deck of the 110' Ida-K are two Caterpillar D17000 Diesel Marine Engines, capable of producing a total of 300 continuous HP.

When converted from dragger to scallop dredger, its owner chose Cat Diesel Marine Engines for several reasons—honest horsepower; dependable operation; low, inexpensive fuel consumption; compactness; and reliable service from H. O. Penn Machinery Co. Make your next engine a Cat Marine Engine—choose from 12 sizes to solve your Marine power problems. We are qualified and equipped to custom-tailor Cat Diesel Marine Power to fit your specifications—in new construction, re-powering or conversion.

CATERPILLAR

H. O. Penn Machinery Co.
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DUTCHESS TURNPIKE, POUGHKEEPSIE, N. Y.

136 DAY STREET, NEWINGTON, CONN.

MARINE POWER HEADQUARTERS



New Red Wing Motor & Manufacturing Co. officers. Left to right: H. B. Hyams, vice-president; John E. Blomquist, president; Reuben L. Anderson, vice-president; William H. King, vice president and treasurer; and Richard L. Post, secretary. The Company has reorganized its parts department to give customers 24-hour service.

testing, field servicing afloat and ashore, and marine industry sales.

More than 200 Sperry employees presently engaged in marine work will be transferred to the new Nassau County facility. Work is now in progress on tooling up the plant to handle light manufacturing and complete assembly of marine compasses and Gyrocompasses, steering systems, rudder angle indicators and associated marine products.

For deep-sea, all-weather testing and research, Sperry's 101' Diesel-electric "laboratory" ship *Wanderer* will continue operations from its present base at Oyster Bay, L.I.

Jabsco Introduces Two New Pumps

Jabsco Pump Co. is offering two new flange mounted pumps for replacement on Chrysler marine engines. Model 3290— $\frac{3}{4}$ " size—is designed for Chrysler engines prior to 1952, while Model 3590—1" size—is designed for the latest Chrysler engines.

Both models are equipped with ball bearings sealed and lubricated for life. These units combine all of the features applicable to Jabsco pumps, such as self-priming, no moving part, compactness, and servicing without removing the pump from installation. All metal parts are constructed of marine bronze.

Spongex Line of Plastic Floats Expanded

The Sponge Rubber Products Co., Shelton, Conn., has added to its line of Spongex cellular plastic fish net floats. The new Spongex seine floats, which differ in size and shape from the firm's general purpose oval floats, are available in 8 sizes. These range from 2" in diameter by 3" in thickness, to 6" in diameter by 7½" in thickness.

It is claimed that the Spongex floats have enduring buoyancy, which makes them economical to use. They are not hollow, and cannot leak, absorb water, oil or



New Spongex plastic seine floats.

DANFORTH ANCHORS...

Safest

BECAUSE THEY'RE THE

Holdingest

By "Holdingest," we mean that a Danforth anchor will hold far more, pound for pound, than any other anchor you can buy... it means that you have the extra margin of safety that may well save your boat when the big blows come. How do we know? All types of anchors have been tested by the U. S. and British Navies, and the Danforth has always held better than any other.

Send for your free copy of the 16-page booklet "Anchors and Anchoring"... it's packed with anchor test data and other interesting information!

BEST HOLDING...PLUS THESE ADDITIONAL ADVANTAGES!

- ★ Easiest to handle
- ★ Takes hold immediately
- ★ Positive resistance to rotation
- ★ Goes down under stress
- ★ Cannot foul
- ★ Breaks out easily
- ★ Comes up clean
- ★ Stows flat
- ★ Costs less for required holding power

Introducing three new Danforth products



CHOCKS for Danforth anchors to 90 lbs. Solid bronze, screwed to deck. Holds securely with one lashing, quick releasing. Two sizes about \$8 and \$10

BRONZE TACKLE BLOCKS 10 1/4" high, of high strength manganese bronze; oversize Everdur pin. 1000-pound capacity. About \$15

WINCH HEADS heavily built of solid bronze. 6 1/4" high, with bore and keyway. Exceptionally well finished. About \$24

DANFORTH ANCHORS

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gasoline. Reported to dry instantly, the floats resist sea growth, and it is claimed that they will not rot, crumble or shatter.

The Spongex oval floats, which have been manufactured for some time, can be obtained in the following three sizes: 3 1/2" x 6", 6" x 8" and 6" x 14".

Adamson Elected Twin Disc Director

N. F. Adamson, who since 1945 has been Vice President, Sales, of the Twin Disc Clutch Co., recently was elected to the Board of Directors. He replaces Grover C. Weyland, deceased.

Mr. Adamson joined the Company in 1925 as a member of the Engineering Department. Later he served as a Sales Engineer, working out of the Company's Cleveland office. He was appointed Chief Engineer in 1935, and became Sales Manager in 1944.

During his service with the Twin Disc Clutch Co., Mr. Adamson has made many contributions to the development, design and application of the concern's extensive line of friction clutches and fluid drives. He also has been instrumental in building the Company's sales and service facilities.

Kahlenberg Has Extensive Line of Airhorns

Kahlenberg Bros. Co., manufacturers of Diesel engines, propellers and airhorns, has added to its highly-diversified line of airhorns for 1954 by offering additional accessory equipment for use with the horns. This equipment includes automatic air compressor units and compressors suitable for driving through the power take-off from main propelling engines.

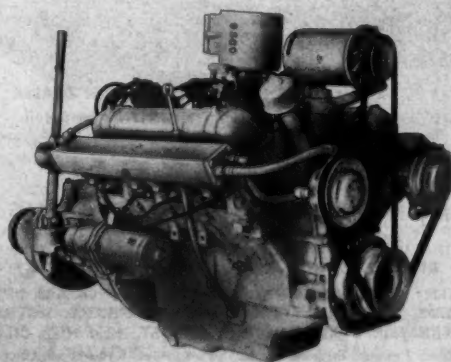
For work boats up to 75', Kahlenberg offers its KBC-1/3E automatic air-cooled air compressor unit in 24, 32 and 110 volts D.C. and 110 or 220 volts A.C. This compact compressor unit has been found adequate for use with Kahlenberg airhorns as large as the triple chimetone hav-

ing diaphragms of 5" and 6 1/2". Larger air compressor units, also air-cooled, are available in various voltages.

Kahlenberg's airhorn line includes over 267 models with from 5" to 10" diaphragms. All units are built of non-magnetic, non-corrosive materials, and feature low air consumption. Especially designed timers are offered for automatic electrical operation of Kahlenberg airhorns.

Kaar Names Several New Dealers

Kaar Engineering Corp., Palo Alto, Calif., manufacturers of marine radiotelephones and direction finders, announce the recent appointment of the following authorized dealers: Harold Friedman, 1301 N. E. Miami Court, Miami, Fla.; Superior Marine Radio, 136 St. George St., St. Augustine, Fla.; Chief's Radio Service, McKinley, Me.; Electronic Parts Corp., 223-225 North Broad, New Orleans, La.



Series OH317 Ford Marined engine, developing 165 B.H.P. at 3500 rpm., offered by Osco Motors Corp.

Submarine Signal FATHOMETER* JR.

Locates Wreck In 5 Minutes,
Finds 11,000 Lbs. of Pollock



says . . .

CAPT. CHARLES R. DODD Optimist Fishing Fleet, Belmar, N. J.

"I would like to express my satisfaction with the Submarine Signal FATHOMETER Jr. Recorder on my boat Optimist. A few days ago while in the company of another boat, we decided to locate a South American freighter named the *Arunda* torpedoed in 1942 fourteen miles off shore and on the other side of the famous mud hole which parallels the North Jersey Coast.

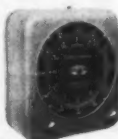
"We ran our time and course and upon reaching the area, started searching with our recorders. Within five minutes I picked up a reading, dropped a buoy and started fishing. In all, the two boats landed five hundred pollock averaging twenty-two lbs.

"Without the aid of my FATHOMETER Jr. echo depth sounder I would have passed over this wreck without knowing it was there."

— Capt. Charles R. Dodd



Submarine Signal FATHOMETER* ECHO DEPTH SOUNDERS



INDICATORS — FATHOMETER CADET* Low cost indicator, range 0-160 feet. FATHOMETER JR. Model DE-116. Range 0-60 or 0-120 fathoms (optional), calibrated in feet and fathoms. Available with remote indicator.



RECORDERS — FATHOMETER* CADET. Model DE-112. Shows exceptional detail. Dual depth scales, 0-150 feet and 150-300 feet for shallow water; 0-50 fathoms and 50-100 fathoms for deeper soundings. Available with remote indicator.



RAYTHEON RADIOTELEPHONES — A complete line of new, compact, easy-to-install models for dependable contact with shore, coast guard or other vessels. 10, 25 and 35 watts.

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INTERNATIONAL DIVISION: 19 RECTOR ST., NEW YORK CITY
Raytheon Products Include: Mariners Pathfinder* Radar, both 10 cm and 3 cm; Submarine Signal Fathometer* Echo Depth Sounders; Marine Radiotelephones and other electronic equipment.

*Reg. U. S. Pat. Off.

Fish Landings

For Month of January

Hailing fares. Figure after name indicates number of trips.

NEW BEDFORD

Adventurer (4)	38,000	Molly & Jane (2)	17,400
Anastasia E. (4)	12,300	Nautilus (2)	54,800
Annie Louise (3)	11,600	Noreen (3)	103,800
Annie M. Jackson (5)	31,300	Pauline H. (2)	70,400
Arthur L. (2)	18,500	Phyllis J. (2)	10,500
Carl Henry (3)	60,000	Roberta Ann (2)	31,300
Elva & Estelle (3)	17,300	R. W. Griffin, Jr. (2)	47,000
Eunice-Lillian (1)	15,000	St. Ann (1)	22,500
Gladys & Mary (2)	35,300	Sea Hawk (Boston) (1)	14,400
Growler (3)	31,500	Shannon (2)	9,800
Invader (4)	73,800	Smilyn (1)	18,000
Jacintha (2)	35,600	Solveig J. (2)	28,000
Jimmy Boy (1)	8,500	Southern Cross (1)	5,000
Joan & Tom (1)	7,200	Stanley B. Butler (2)	66,500
Joan & Ursula (1)	5,000	Sunbeam (3)	27,900
Junojaes (2)	15,700	Teresa & Jean (1)	5,300
Katie D. (1)	25,800	Three Bells (2)	7,800
Kelbarsam (1)	1,300	Venture 1st (3)	30,400
Louis A. Thebaud (1)	2,000	Victor Johnson (3)	39,700
Mary & Joan (2)	45,900	Viking (3)	56,800
Mary E. D'Eon (3)	40,300	Whaler (2)	48,700
Mary Tapper (2)	32,800	Winifred M. (2)	11,000

Scallop Landings (Lbs.)

Aloha (2)	23,200	Kingfisher (1)	9,000
Alpar (1)	4,000	Lauren Fay (2)	14,500
Amelia (1)	12,200	Linus S. Eldridge (2)	23,500
Babe Sears (2)	22,000	Louise (2)	20,200
Barbara & Gail (1)	7,000	Maridor (1)	10,000
B. Estelle Burke (2)	20,700	Major J. Casey (1)	6,000
Bobby & Harvey (2)	17,000	Malene & Marie (2)	23,200
Brant (2)	22,000	Marmax (2)	11,000
Bright Star (2)	18,300	Mary & Jenny (1)	10,000
Cap'n Bill (2)	8,000	Mary Anne (1)	10,000
Carol & Estelle (2)	14,800	Mary J. Hayes (1)	11,000
Carolyn & Priscilla (1)	6,500	Mary R. Mullins (1)	11,500
Catherine & Mary (1)	3,150	Moonlight (2)	27,500
Catherine T. (2)	19,625	Nancy Jane (2)	14,000
Charles S. Ashley (1)	8,500	Nantucket (1)	2,300
Dartmouth (2)	22,000	New Bedford (2)	10,000
David A. (2)	7,500	Newfoundland (1)	10,000
Debbie & Jo-Ann (3)	20,500	Pearl Harbor (2)	16,400
Doris Gertrude (2)	19,000	Pelican (2)	14,400
Eleanor & Elsie (2)	16,000	Porpoise (2)	23,200
Elizabeth N. (1)	11,000	Red Start (2)	8,500
Ethel C. (1)	9,000	Rosalie F. (1)	19,000
Fairhaven (2)	12,300	Ruth Moses (2)	5,000
Falcon (2)	9,500	Sea Ranger (1)	4,300
Flamingo (2)	16,500	The Friars (1)	23,700
Fleetwing (2)	13,000	Ursula M. Norton (2)	17,800
Friendship (1)	6,700	Vivian Fay (2)	10,000
Gambler (1)	1,800	Wamsutta (2)	20,500
Ida K. (2)	21,500	Wm. D. Eldridge (2)	11,800
Janet & Jean (1)	6,500	Wm. H. Killigrew (2)	
Jerry & Jimmy (1)	10,500		
John G. Murley (2)	19,900		

NEW YORK

Carol Jack (3)	92,900	Lady of Good Voyage (3)	137,700
Catherine C. (2)	40,000	Marion & Alice (2)	111,000
Charlotte M. (2)	69,100	Maris Stella (1)	20,000
Clipper (3)	135,300	Miriam A. (1)	20,000
Edith L. Boudreau (2)	46,700	Muskegon (2)	18,000
Evelina M. Goulart (3)	127,500	Positive (3)	80,100
Felicia (3)	130,800	Richard Lance (1)	35,000
Gloria F. (1)	9,700	St. Rita (2)	36,000
Golden Eagle (2)	89,600	S. No. 31 (2)	10,000
Hazel B. (3)	123,800	Teresa & Jean (2)	42,500
Joseph S. Mattos (3)	158,500	Tina B. (2)	113,600
Katie D. (1)	51,000	Wild Duck (2)	99,200

Scallop Landings (Gals.)

Beatrice & Ida (1)	625	Norseman (1)	250
Nellie Pet (1)	900	Whaling City (1)	400

BOSTON

Acme (4)	5,800	Mary & Jennie (3)	5,900
Addie Mae (4)	4,100	Michael F. Dinsmore (1)	41,200
Agatha & Patricia (3)	65,400	Michigan (2)	163,000
Angie & Florence (1)	8,500	Neptune (2)	138,700
Annie & Josie (4)	5,400	Notre Dame (4)	89,100
Arlington (2)	180,000	Ocean (2)	273,200
Atlantic (2)	187,400	Ocean Clipper (1)	34,900
Ave Maria (3)	3,400	Ocean Wave (3)	116,200
Baby Rose (2)	91,900	Ohio (1)	41,000
Bay (2)	166,500	Olympia (2)	44,000
Bonaventure (1)	64,000	Olympia La Rosa (2)	35,300
Bonnie (1)	51,000	Pam Ann (2)	153,900
Bonnie Lou (2)	113,900	Patty Jean (2)	191,200
Brighton (2)	165,500	Phantom (2)	182,600
Calm (2)	169,700	Pilgrim (1)	65,400
Cambridge (2)	187,500	Princess (2)	6,800
Catherine B. (Drag.) (1)	17,300	Racer (2)	178,300
Catherine B. (L.T.) (2)	9,600	Raymonde (2)	83,500
Comet (2)	195,400	Red Jacket (2)	209,000
Crest (2)	155,200	Roma (3)	3,900
Diana C. (2)	17,900	Rosa B. (2)	157,300
Dolphin (1)	42,000	Rosalie D. Morse (2)	160,000
Doris F. Amero (2)	56,700	Rosie (4)	7,400
Drift (2)	176,700	Rush (2)	153,000
Elizabeth B. (1)	83,000	Sacred Heart (3)	3,700
Emily H. Brown (1)	55,800	St. Anna (1)	4,800
Estrella (1)	61,500	St. Joseph (2)	32,600
Flying Cloud (3)	319,500	St. Peter II (1)	75,400
H-833 (1)	4,100	St. Victoria (1)	42,800
Francis L. MacPherson (1)	63,200	San Antonio II (3)	11,500
Geraldine & Phyllis (1)	40,000	San Calogero (4)	8,600
Hilda Garston (1)	63,500	Santa Maria (3)	32,400
Holy Family (1)	57,400	Santa Rita (3)	16,300
Jane B. (2)	144,000	Savola (2)	10,100
J. B. Junior (1)	138,700	Swallow (1)	110,600
Jennie & Lucia (1)	17,600	Sylvester F. Whalen (2)	130,900
Joseph & Lucia (1)	54,100	Texas (2)	127,300
Josephine F. (2)	6,800	Thomas Whalen (2)	109,100
Josephine P. II (2)	76,400	Tide (2)	224,500
Lucky Star (2)	167,000	Triton (2)	201,500
Mabel Mae (2)	111,500	Villanova (1)	28,800
Maine (2)	161,000	Wave (2)	220,500
Manuel F. Roderick (3)	127,300	Weymouth (3)	221,600
Margaret Marie (2)	4,900	Wm. J. O'Brien (2)	136,300
		Winchester (3)	299,500
		Wisconsin (2)	195,000

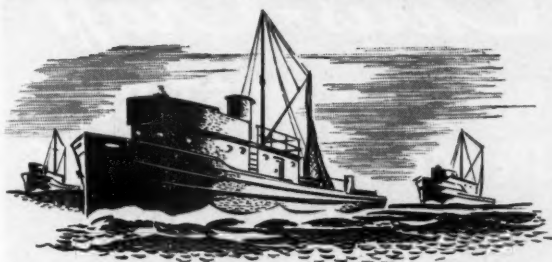
Scallop Landings (Lbs.)

Brother Joe (2)	6,000
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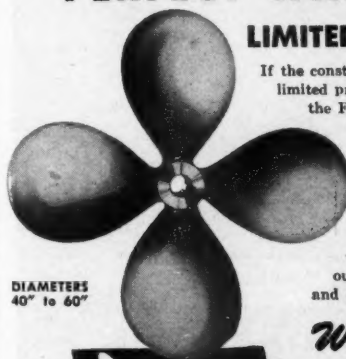
GLOUCESTER

Alden (2)	4,000	Maria Immaculata (5)	8,500
American Eagle (1)	3,000	Mary (2)	2,500
Annie (1)	1,500	Mary Rose (1)	100,000
Anthony & Josephine (5)	8,500	Michael F. Dinsmore (1)	10,000
Ave Maria (1)	45,000	Minkette 1st (7)	9,000
California (2)	17,000	Mother Ann (1)	240,000
Carlsannul (5)	8,000	Natale III (2)	22,000
Carlo & Vince (4)	6,000	No More (1)	1,500
Carol Jean (3)	19,000	Nova Luna (1)	500
Catherine (1)	1,000	Novelty (5)	4,500
Cigar Joe (1)	5,000	Ocean Clipper (2)	77,000
Columbia (1)	131,000	Ocean Life (1)	280,000
Dawn (3)	4,000	Priscilla (1)	1,000
Doris F. Amero (1)	25,000	Quincy (2)	269,000
Eddie & Lulu M. (5)	6,500	Robert & Edwin (2)	3,000
Eleanor Mae (5)	3,500	Rose & Lucy (2)	4,000
Eva II (2)	2,000	Rosie & Gracie (3)	11,000
Falcon (11)	28,000	Sacred Heart (3)	2,500
Florence & Lee (2)	345,000	St. Anthony (1)	130,000
Frances R. (4)	20,000	St. Francis (4)	11,500
Giacomo (2)	2,000	St. John (4)	4,000
Holy Name (3)	17,000	St. Joseph (2)	13,000
Ida & Joseph (2)	18,000	St. Mary (5)	28,500
Immaculate Conception (4)	47,000	St. Nicholas (1)	150,000
Jackie B. (4)	16,500	St. Providenza (2)	3,000
Jennie & Lucia (2)	44,000	St. Rosalie (1)	500
Johnny Baby (7)	6,500	St. Theresa (4)	12,500
Josie II (8)	13,000	Salvatore & Grace (4)	46,000
Kelpie (3)	2,500	Serafina N. (3)	10,000
Kingfisher (1)	99,500	Serafina II (2)	8,000
Linda B. (7)	17,000	Theresa M. Boudreau (1)	210,000
Little Flower (5)	24,500	Trimembral (1)	500
Little Joe (5)	6,500	Villanova (1)	220,000
Lucy Scolia (5)	6,000	Virginia Ann (5)	5,000
Madame X (2)	4,000	White Owl (2)	2,000
Margie & Roy (1)	500	Yankee (4)	29,500

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Dick Taylor

Dick Taylor, Yard Superintendent of Bryant's Marina, Seattle, Wash., an authority on commercial boats and marine engines, says: "Within the past two years, we have installed several hundred Chris-Craft Marine Engines in commercial fishing vessels. These boats operate throughout Alaska and the Arctic Sea. Chris-Craft engine performance has been outstanding. Maintenance and operating costs have been at a minimum, and the fishermen who use Chris-Craft engines are convinced of their dependability!"

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PORTLAND

Agnes & Elizabeth (2)	24,300	Pocahontas (1)	30,000
Alice M. Doughty II (4)	88,400	Polaris (2)	190,000
Araho (1)	23,500	Sea King (2)	35,000
Courier (3)	80,400	Silver Bay (1)	170,000
Dora-Peter (1)	4,300	Theresa R. (4)	217,000
Dorchester (1)	180,000	Thomas D. (1)	25,000
Elinor & Jean (3)	28,900	Thomas Nagle (1)	31,000
Ethelina (3)	44,500	Vagabond (5)	111,000
John J. Nagle (2)	98,800	Vandal (1)	31,000
M. C. Ballard (3)	137,400	Winthrop (1)	151,000

Scallop Landings (Lbs.)

Andarte (1)	9,193	Monte Carlo (1)	0
Mary & Julia (1)	2,854		

WOODS HOLE

Cap'n Bill II (2)	48,300	Priscilla V. (1)	10,000
Eugene H. (2)	34,700	R. W. Griffin, Jr. (1)	1,000
Gertrude D. (2)	10,100	Southern Cross (1)	1,000
Kelbarsam (1)	2,500	Three Bells (1)	3,000
Madeline (1)	2,100		

Scallop Landings (Lbs.)

Beatrice & Ida (1)	2,250	Nantucket (1)	5,000
Christine J. (1)	1,977	Palestine (1)	7,000

New Jersey Opposition to More Fish Factories Continues

Opposition to additional fish processing plants in the Cape May County area continued to grow last month. At a meeting of the joint committee of representatives from the Wildwood Crest Civic Association and the Great Wildwood-Cape May County Board of Realtors recently it was reported that the number of names replying by mail on a petition opposing establishment of more fish factories totaled 4500.

A telegram was sent the J. Howard Smith Co. of Free Monmouth, recent purchasers of a tract in Lower Township for establishing a fish processing plant, requesting an appointment to meet with the officials of the firm to discuss the matter.

In North Wildwood last month a resolution calling for an ordinance prohibiting obnoxious plants was passed by the borough's Council.

New Kermath Distributor in Philadelphia

Tidewater Sales Co., 1367 Suburban Station Building Philadelphia, Pa., has been named distributor for Kermath Manufacturing Co. in the Philadelphia and Trenton N. J. area. This newly formed organization, headed by E. L. Harold, has established a sales and service headquarters at Delaware Ave. and Shackamaxon St.

Tuna Clipper Uses Underwater Scanning Device to Find Fish

Two hundred tons of tuna, valued at more than \$70,000 were landed in the first use of a new underwater scanning device in commercial tuna fishing, it was revealed by officials of the Westgate California Tuna Packing Co. San Diego. Fishing master Bill Vlyman of the tuna clipper *Sunray*, fishing in South American waters off the coast of Peru, reported that he filled his hold to capacity after only a six-week trip. Clippers often stay out as long as six to seven months. In a single day he caught 55 tons, with an estimated value of nearly \$20,000.

The scanning device used was a new type of electronic echo-sounding instrument called the Sea Scanner, developed by the Minneapolis-Honeywell Regulatory Company's marine division in Seattle. This device located the tuna by sending bursts of high-frequency sound waves probing under the water in a 180-degree arc at depths from the surface to the bottom. The Sea Scanner also spotted small schooling bait fish used for chumming.

Maryland Starts Three-Year Study of Rockfish

A survey which the Maryland Department of Tidewater Fisheries hopes will increase Chesapeake Bay production of rockfish, also known as striped bass, was started last month by Edgar H. Hollis of Annapolis, a marine biologist who worked 15 years with the Fish & Wildlife Service.

The Department believes the project will take about three years. It will seek to determine the spawning grounds of rock; obtain additional knowledge concerning the migratory habits of the fish, and settle the question of whether the law saying rock over 15 lbs. or under 11 must be thrown back is a fair law.

The survey is being conducted in cooperation with the State Department of Research and Education and the Fish & Wildlife Service. It will be aided by \$6,000 annually collected under the federal Dingell-Johnson Act.

Principal commercial and sports fish in Maryland, the rock brought more than \$500,000 to commercial fishermen in 1951 and anglers landed rock worth that much again.

Seek More Funds for Fish Investigation

Governor McKeldin suggested last month that Maryland use existing facilities rather than spend more money for a tri-state study of fish travels. However, Senator Shehan of Talbot said he would renew the bid for at least \$10,000 on the grounds the State lacks personnel to expand its research activities.

Shehan heads a five-man legislative committee which has been investigating migratory fish habits with similar groups from Virginia and North Carolina. The joint operation has relaxed pending action by the three States on requests for funds. Virginia's legislative committee has requested \$64,000 and North Carolina has asked for \$25,000.

The Governor said he supported the project but hoped the Chesapeake Bay Institute and the Departments of Tidewater Fisheries and Research and Education would be able to help on their normal budgets.

Oystering Ban May Be Lifted

The State Board of Health last month was getting ready to lift its ban on oystering at Kent Narrows. The area has been closed to oystering for four years due to pollution.

Robert M. Brown, chief of the State Health Department's Bureau of Environmental Hygiene, said last month that conditions had improved so much they may permit a lifting of the ban about February 19.

Oysters of Fine Size and Quality

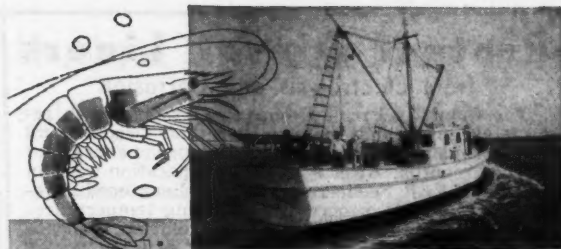
The fine size and quality of most of the dredged oysters taken in the Chesapeake Bay this season has been encouraging for the oyster industry. As various rocks were opened to dredging by the Department of Tidewater Fisheries, the dredgers worked them, with excellent yields for the most part.

A high of about \$4.75 has been paid per bushel for some of the dredged stock, and tongs have been receiving in the neighborhood of \$3.00 per bushel during the present season. Weather has been mostly favorable until this month.

Unless reports of the quantity of small oysters which will be available for use next Fall are greatly exaggerated, the season of 1954-55 should bring an increased supply of oysters.

Seafood Education via TV

The Baltimore City Department of Education recently provided a series of one-half hour TV lessons on the Chesapeake Bay. The seafood series was composed of four topics: The Bay Country, The Oyster, Chesapeake Fish and The Blue Crab. These programs are part of an experiment in determining the value of TV in the classroom.



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Massachusetts Bill to Stop Pogy Fishing Opposed

House Bill No. 124, which as amended would stop all commercial pogy (menhaden) fishing in Massachusetts waters, met much opposition at a public hearing before the joint legislative Committee on Conservation January 27. The protests came from over 150 Gloucester fishermen, representatives of poultry and turkey farmers and tobacco farmers, as well as various officials.

State Departments of Commerce and Agriculture joined with the Gloucester and New Bedford opponents to object to legislation which would deprive the Bay State farmers of what they maintained was vital content (fish meal from menhaden) for their products. It was learned at the hearing that pogy products put a "special bloom" on tobacco.

Howard S. Willard, director of law enforcement with the State Department of Natural Resources, brought out four points: "that the bill was aimed particularly at striped bass seining; that we have a law that prohibits seining of striped bass; that there is not one scintilla of evidence that seining menhaden affects striped bass fishing by rod and reel; that we have sufficient laws on the books without further confusing it."

Director Francis W. Sargent of the Division of Marine Fisheries commented that "he was opposed to the original bill, and as it is amended. We have been fortunate in our coastal fisheries that we have not had iron curtains between sports and commercial fishermen. This is not so in all states where both have been hurt. This bill will create a difficulty. Pogies are caught only during the Summer time."

"In Gloucester there are more boats fishing for pogies than in previous years, because the mackerel fisheries are down. There are two important rendering plants in Gloucester. It would be a shame to have pogies left in the waters and not harvested. There is not proof that striped bass fishing would be impaired one iota."

"I am entirely opposed to the violation off Plum Island. But I maintain that the *Hiawatha* was not fishing for pogies at the time but was fishing for striped bass. They were penalized."

"We have more stringent laws to protect striped bass in Massachusetts than any other state along the coast. It would be better for us to prevent a violation than to knock out the whole industry."

Mr. Sargent concluded: "From the air you see pogies along the beach. You see a solid blanket of brown color. Only a small percentage of the vast volume are caught."

Rep. John A. Armstrong of Plymouth, the committee member who filed the bill, had the following to say: "Striped bass use pogies as their feed. That's one of the reasons that we have had successful bass seasons. I don't think that any fisherman objects when they unintentionally seine bass. But once bass are separated from pogies, the bass are no good. They are dead and lost to the sports fishermen."

Landings Show Drop in 1953

Boston fishermen caught an estimated 20,000,000 lbs. less fish in 1953 than in 1952. This represents a decline in volume during 1953 of 12% to an estimated 151,800,000 lbs. The approximate value of the 1953 catch was \$12,000,000, some \$2,300,000 less than in 1952.

Industry spokesmen say much of the decline was accounted for by the fewer number of fishing trips made from Boston during the year. The Fish & Wildlife Service reported that a comparison of the first 11 months of 1953 and 1952 shows there were 175 less offshore trips and 444 fewer inshore trips last year. At least eight trawlers were lost to the Boston fleet in 1953 for various reasons, some transferring to Maine ports and others being sunk.

Among individual species, catches of haddock scrod, Boston's mainstay, dropped the most—more than 11,000,000 lbs. Declines in the other main species were as fol-

ows: whiting and mackerel, almost 1,000,000 lbs. each; ocean perch nearly 2,000,000; large cod, 1,500,000; smaller market cod, 3,500,000; and pollock almost 1,000,000 lbs. Catches of gray sole were up by more than 1,000,000 lbs., and haddock, 3,000,000 lbs.

Opposes Frozen Fish Dating

Lawrence J. Hart, secretary of the Gloucester Fisheries Association, appeared before the legislative Committee on Mercantile Affairs at the State House last month to oppose a bill that would require the dating of frozen foods, including fish.

He stated that the Association was opposing the bill primarily because the cost of stamping frozen packaged items would be great and because buyer resistance could be incurred due to the fact that people might not realize that frozen fish products can be kept for several months (the law allows 12 months) without harm.

Boat Seizure Legislation

Senate Bill No. 218, which would make mandatory the seizure of fishing boats caught illegally seining stripers, was heard before the State Legislature's joint Committee on Conservation last month.

Only one person spoke on the bill: Joseph W. Brown, chairman of the legislative committee of the Massachusetts Federation of Sportsmen's Clubs. There was no opposition.

Mr. Brown told the Conservation Committee that the bill would make the seizure of equipment mandatory, instead of leaving it up to the courts.

Ice Affects Aids to Navigation

Owing to prevailing ice conditions in certain localities along the New England Coast, drifting ice may render floating aids to navigation inoperative or drag them from their stations. Mariners are cautioned to exercise extreme care when navigating these waters, as long as present ice conditions prevail.

F&WS Members Authorized to Certify Cod Ends Under Haddock Regulations

Under the haddock regulations issued by the U. S. Fish and Wildlife Service in accordance with the provisions of the International Convention for the Northwest Atlantic Fisheries, officials of the Service are authorized to approve cod ends for use in haddock fishing in the area covered by the regulations. Members of the Branch of Commercial Fisheries who have been authorized to certify cod ends having a mesh of the size specified in the regulations are as follows: Churchill T. Smith, Rockland, Me.; David A. McKown, Boothbay Harbor, Me.; George R. Nichols, Portland, Me.; Charles H. Lyles, Homer, Maine; R. H. Marchant, Boston and Gloucester, Mass.; George W. Snow, New Bedford, Mass.; Francis Riley, Provincetown, Mass.

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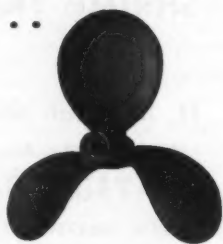
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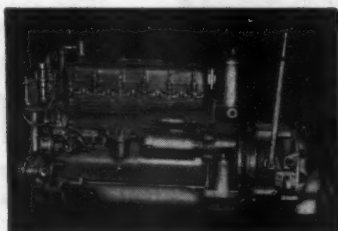
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Vineyard Bailings

By J. C. Allen

Editor's note: Mr. Allen's column was not published last month due to the fact that he was in the hospital undergoing an appendix operation. However, he is back home now and recovering rapidly.

This year has started out auspiciously in these bearing waters with the weather knocking seven bells out of all the local prophets' calculations, and business, politics and science all projecting themselves into the picture of the country's oldest industry with the hope of putting pie on the table three times a day or better.

We are not ready yet to join any stampede. In fact our enthusiasm is at a fairly low ebb. As we pen this log for January, we are carrying a soft patch on a leaky gear board, the size of a reefing jacket, and we are still bearing the chafed marks of the cradle where we have been hauled out for repairs. Furthermore, we know cussed well that amongst the men who have followed the fishing industry through the years, either from the wheelhouse or the caplog, there are very few who have lived as long as we have.

Scallopers Doing Well

Locally things have worked out just about as we predicted early in the season. Our shellfisheries have been going great guns and are still going with prospects that some of the beds will not be worked out before the fishing is closed by law on the last day of March.

We figure that there have been some six hundred licenses issued in the county to commercial shellfishermen, chiefly for the bay scalloping and they have fared very well. Not sensationally, because of the warm weather for weeks after the season opened and the consequent low run of prices due to this fact and the quantities of small sea-scallops that were marketed during the same period.

Lately we have had a series of warm Winters. The cold snap of the present season isn't going to do a thing to the general ocean temperature. This temperature has brought about a migration of the heft of all marine life into the northeast. All hands know this and know it well.

Where is the best fishing in the North Atlantic today? On the Greenland coast. All last Winter and last Summer this was true, and there is nothing spotty or peculiar about it. Bet anything you like that this will continue for a long time to come. With maybe just this variation that the grounds will continue to extend northerly at the time.

Fishing Craft Will Be Larger

We don't know any more than anyone else, but we can figure as well as a good many and this is our notion. There are few if any vessels in the North Atlantic fleet that will be suitable for fishing as the industry will be followed five years from now.

Trips will be longer, and vessels will have to be larger, carry more men, more accommodations, refrigeration and maybe, factory machinery like the modern whalers.

We can't see any small craft running over to Greenland and making it pay, but we can conjure up a very clear picture of a factory ship running over for some few months and bringing back a mess of frozen fillets, fish meal and maybe some tons of fertilizer. For our money that is what is due to happen and the returns will be ample.

Alongshore there always will be some men and boats scooping up a few bushels of fresh fish for strictly local consumption. The chances are that prices on such small hauls will continue to rise because there always will be people who will prize a strictly fresh fish in the round. But the industry, if it is going to progress, will become strictly seafaring with real voyages to be sailed and all the complications that go with such things.

Canadian Report

By C. A. Dixon

Weirmen Seek Federal Loans

Fishermen were busy last month cutting and hauling weir material, such as stakes, brush and ribbands, in preparation for Spring weir building. At Grand Manan, an important herring producing center, a move is under way to press for federal government loans for weir fishermen, many of whom find themselves unable to finance their weir-building operations this year.

Winter seining for sardines was a complete failure up to the last of January, with little or no promise of anything better very soon. Fishermen using sonic devices have been unable to locate any sardine schools along the southern New Brunswick coast, where in previous winters varying quantities were always found. A few winters ago the catch totalled between 20,000 and 30,000 hogsheads. That was during the peak year for purse seining in January, February and March.

A small quantity of sardines was taken recently at Deer Island, and there is speculation as to whether these were the vanguard of a new school or the leavings of the old school that petered out last Fall.

Storms Hamper Scalloping

The month of January proved a boisterous one with gales and heavy storms raking the Bay of Fundy area, and interfering greatly with scallop fishing. The overall catch during the month was sub-normal and some of the boats in southern New Brunswick didn't run trips enough to make the carrying on of the dragging operations worthwhile.

Nova Scotia Lobster Market Slumps

According to reports from Yarmouth, N. S. the year 1953 closed on a definitely low note as far as immediate prospects for the lobster fishing industry in Western Nova Scotia are concerned.

Several dealers report there are many factors involved in the situation, the main one being that consumers in the states are not buying their usual amount. Retailers have not been able to handle as many as in previous years, and this coupled with the fact that Maine's production is also said to be high, has caused a glut in stocks.

American buyers list several other factors which have a bearing on the situation. Among these are the small percentage of select size lobsters caught, the economic trend which has made people reluctant to purchase such higher-priced foods as lobsters, and even the coming of television, which keeps people at home rather than in night clubs and other eating establishments where lobsters are served.

Canadian Views on Territorial Waters

Canada has been studying the question of territorial waters, and it is reported to be the opinion of the Canadian Minister of Fisheries that a territorial ocean belt extending seaward 12 miles is better than the present one extending seaward 3 miles.

The Minister visited Tokyo, Japan, early in December, 1953, and the subject of territorial waters was brought up when he was questioned on the controversy between Japan and Korea over Korean restrictions on Japanese fishermen. On that matter the Minister is reported to have stated that while he did not wish to become involved in the controversy, it was Canada's view that establishing a fishery line on the high seas beyond a nation's territorial waters could not be effected unilaterally by one nation.

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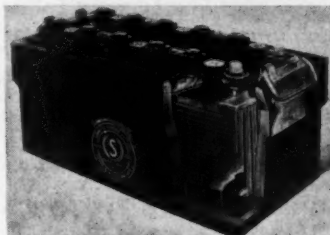
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Nautical Facts

Courtesy of "Proceedings of the Merchant Marine Council"

Q. Why is it that the orders "right rudder" and "left rudder" have been adopted for use aboard ship?

A. Because of the possibility of confusion, the use of the words "starboard" and "port" in orders to the helmsman has been prohibited by an Act of Congress. The orders to the helmsman, which must be used instead of those formerly used, are as follows:

(1) "Right rudder," which is an order for the wheel to be turned to the right, so that the rudder and the head of the vessel go to the right.

(2) "Left rudder," which is an order for the wheel to be turned to the left, so that the rudder and the head of the vessel go to the left.

Q. What is the garboard strake?

A. The first outside plate next to and fastened to the keel.

Q. When should wire rope be condemned?

A. Wire rope should be condemned when the outside wires are worn down to one-half their original diameter, or when it is apparent from broken wires or other abnormal indications that it has been subjected to danger by excessive strain.

Q. What does a load line indicate?

A. A load line indicates the draft at which for various conditions and types or classes of vessels there will still be left a sufficient percentage of reserve buoyancy to insure the safety of the vessel. The position of this mark depends upon the type and size of the vessel. On it are indicated the maximum safe drafts for fresh and salt water, for winter and summer, and for certain oceans.

Q. Do you unhook the forward or after fall first in lowering a boat?

A. The forward fall must never be unhooked until after the after fall is free.

Q. What is the most dangerous point in lowering a boat?

A. The most dangerous point in lowering is at the time of unhooking, when the boat may be smashed against the ship's side.

Q. Should the navigator use the largest scale chart available?

A. Yes. The chart on the largest scale should always be used on account of its greater detail and the greater accuracy with which positions may be plotted on it. When approaching land or dangerous banks, the mariner should change from the smaller scale chart to the larger scale chart in ample time to plot the best possible fixes of the vessel.

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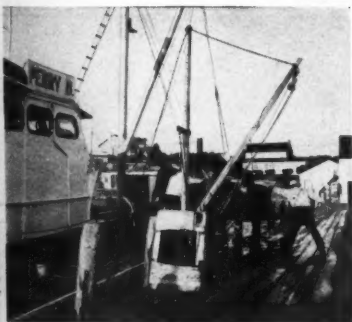
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